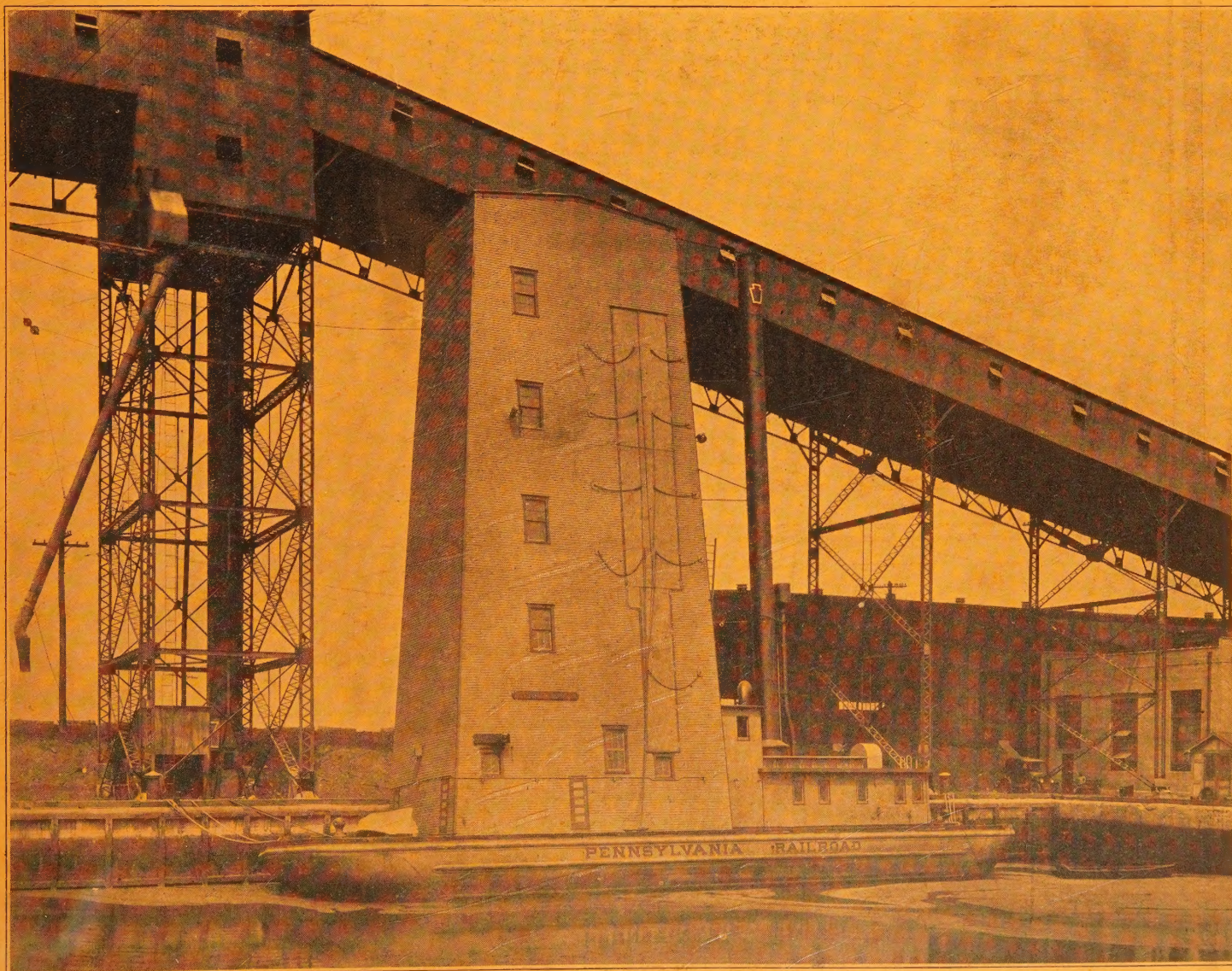
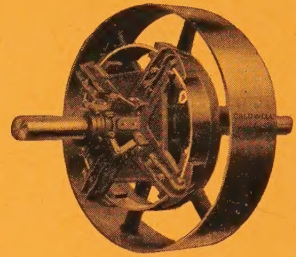
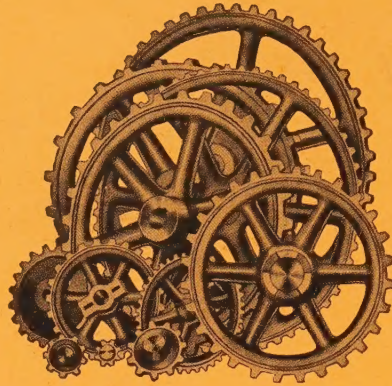
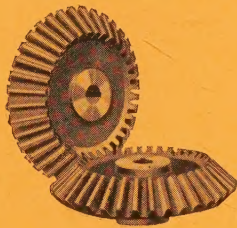
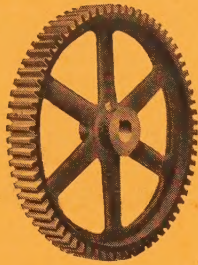


GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.



The Pennsylvania Railroad's New Floating Transfer Elevator "Philadelphia" [For description see page 241 this number].

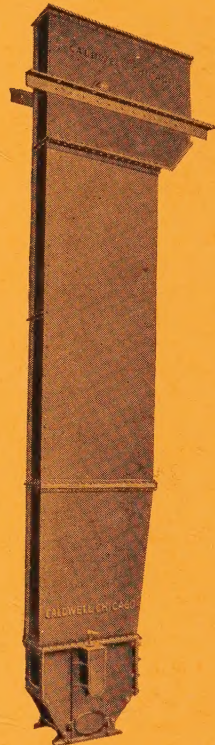
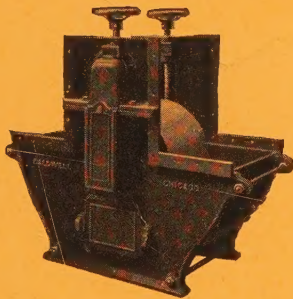


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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Co., M. H., wholesale brokers, grain, hay.*

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Chamber of Commerce Members.

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Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

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Hasewinkle-Scholer Co., corn and oats.

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Beusaquin, Matthew D., grain brokerage commission.*

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Corn Exchange Members.

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Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Globe Elevator Co., receivers & shippers.
Harold, A. W., grain, barley a specialty.
McKilien, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Tayntor & Shaw, receivers & shippers.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., grain buyers.*
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Nash-Wright Grain Co., commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Corp., commission merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*

CHICAGO, ILL. (Continued).

Somers, Jones & Co., grain and field seeds.*
Udlike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, commission merchants.*
Cleveland Grain & Mfg. Co., grain merchants.*
DeMoleit Grain Co., receivers & shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers & shippers.*

CIRCLEVILLE, OHIO.

Cook, Wade H., grain, hay and grain products.*

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Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DALLAS, TEXAS.

Watson Co., H. H., grain, millfeed, hay.

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houston Grain Co., wholesale grain.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elvtr. & Gr. Co., oats a specialty.
Lockwood, Lee, broker.
Lake Grain Co., J. C., buyers, sellers all grains.
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Lapham & Co., U. S. grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

EMPORIA, KANSAS.

Trusler Grain Co., grain merchants.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Carter Grain Co., C. M., grain merchants.*
Dorsey Grain Co., merchants—commission consignments.
Moore-Seaver Gr. Co., recvrs., shprs., consigns.
Mountcastle-Merrill Gr. Co., grain merchants.*
Rosenbaum Grain Corp., grain merchants.*
Rothschild Grain & Com. Co., comm. and brokerage.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior" Feeds.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., fr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice b/p.*

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Anderson & Weirick, gr. commission & consignments.*
Bingham Grain Co., The, recvrs. & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hart-Maubucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants & Comm.
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.
Shotwell & Co., Chas. A., grain and scales.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

KANSAS CITY, MO.

Board of Trade Members.

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Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kanr, feterita, mlo.*
Davis Grain Co., A. C., grain commission.
Davis-Noland-Merrill Grain Co., grain merchants.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Fuller Grain Co., consignments.*
Goffe & Carkner, grain commission.*
Lichtig & Co., H., kanr, mlo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Wallington Brothers, grain merchants.*
Watkins Grain Co., consignments.*
Western Grain Co., Inc., receivers and shippers.*
Wilser Grain Co., consignments.*

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Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

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Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.
Gordy Co., C. L., grain brok., hay, grain, millfeed.

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Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

(Continued on next page.)

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Froedtert Grain & Malting Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBude Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs. grain and seed.

MERIDIAN, MISS.

Board of Trade Members.

Threefoot Bros. & Co., whsle. grain, feed, flr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hlawatha Grain Co., grain merchants.*
Itasca Elevator Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

NEW ORLEANS, LA.

Board of Trade Members.

Fox Co., C. B., exporters.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

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Marshall Grain Co., grain, feed, seeds.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.*

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Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Flanley Grain Co., receivers and shippers.*

OMAHA, NEBR. (Continued).

Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Urdike Grain Co., milling wheat.*

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Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., S. D., receivers and shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.*
Lake Grain Co., grain commission.*
McFadden & Co., C. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

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Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., E. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

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Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergotti Bros. & Co., grain, feed, hay, flour brokers.*

RICHMOND, VA.

Grain Exchange Members.

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Mayo Milling Co., millers, grain, feed seeds.*
Morriss & Co., C. F., grain, feed, hay, flour brokers.*
Saginaw Milling Co., jobbers grain, hay, feed, beans.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

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Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*

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Hall Grain Co., Marshall, grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
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Nanson Commission Co., grain commission.*
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Turner Grain Co., grain commission.*
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Board of Trade Members.

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Western Terminal Elevator Co., receivers and shippers.*

SUFFOLK, VA.

Tidewater Brokerage Co., brokers, distributors.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*

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King & Co., C. A., grain and seeds.*
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Grain, Hay, Beans.

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42-47 Board of Trade

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Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 1/2" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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Providence does dealing, When "Seedy" favor**C. A. KING & CO.**

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"You can't do better; You might do worse."

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity
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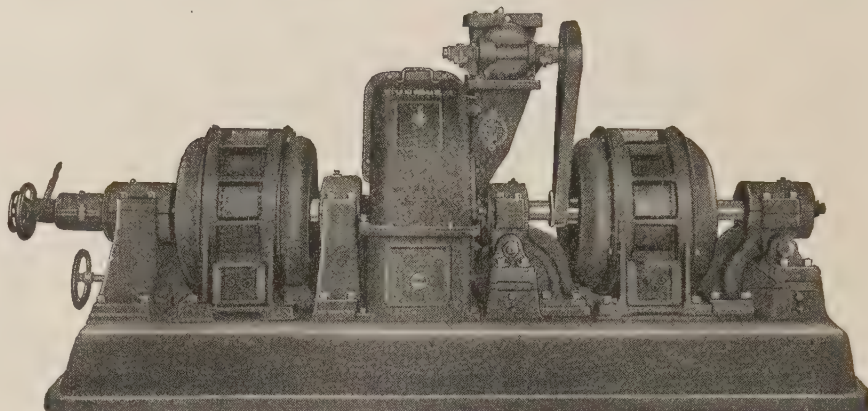
In your community your elevator is the natural market for the farmers' grain.

It should also become their natural source of obtaining feeds for their stock.

In your business relations with your farmer patrons—by giving them good service and fair prices for their grain—you have created a bond that should be further strengthened to mutual advantage. You will save your patrons money on feeds for their stock and you will be the means of giving them a chance of placing healthier and more finished cattle on the market. Your advantage is obtained through the excellent profits that are derived from grinding feed, and their advantage is obtained through lower feeding costs and through receiving better prices for their cattle.

Another advantage of grinding feed—in your favor—is in the fact that you eliminate the common slack season which has been the great source of worry to elevator owners and managers. Ground feeds are in great demand, not only by your farmer patrons but by all stock and poultry raisers in your community. You will secure this business and find it profitable through the installation of a **UNIQUE** Ball Bearing Attrition Mill.

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Universally known as the mill that does MORE and BETTER grinding CHEAPER.

We have representatives in all parts of the country—probably very close to you—who will be glad to talk over the matter of proper feed grinding equipment with you. Write us for catalogs or any other information you wish in this regard.

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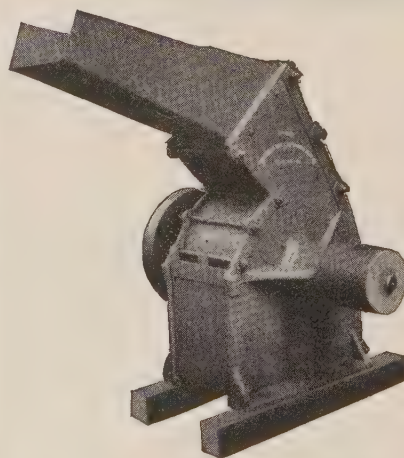
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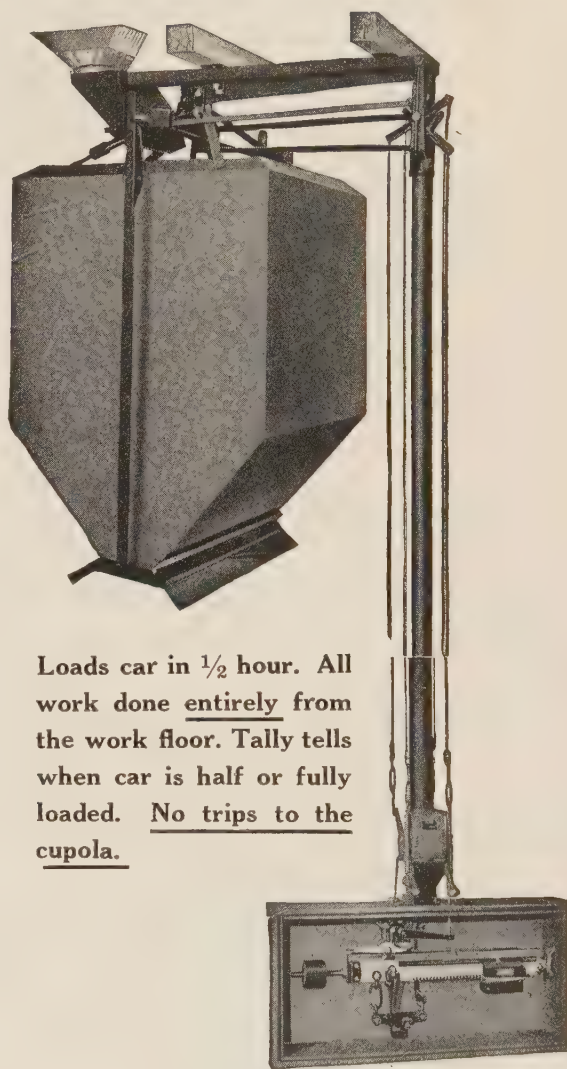
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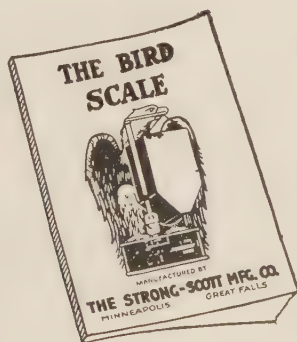
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Loads car in $\frac{1}{2}$ hour. All work done entirely from the work floor. Tally tells when car is half or fully loaded. No trips to the cupola.



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Everything for Every Mill and Elevator

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Assured in The *Automatic Safety Device* of the **Humphrey Elevator**

The elevator stops instantly in case an employee forgets to step off at the top floor. The Humphrey Patented Automatic Safety Device, attached just above the last landing place, automatically throws off the power and applies the brake. Quick emergency control is also provided by a rope extending down both sides of the belt.

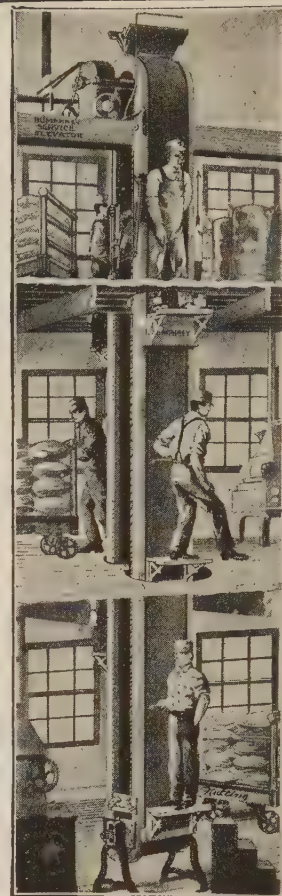
**Even the weight of a sack of grain allowed
to pass the top landing stops the elevator.**

This automatic safety device is only one of the features which go to make up the absolute dependability of the Humphrey's service.

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There Is Only One Genuine HUMPHREY ELEVATOR

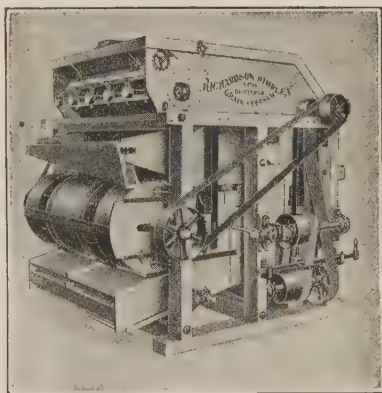


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THE SIMPLEX
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The only cleaner built having an underblast fan that is absolutely dustless.

Guaranteed to be the most efficient, most adaptable to all grains, and the largest capacity cleaner built—barring none.

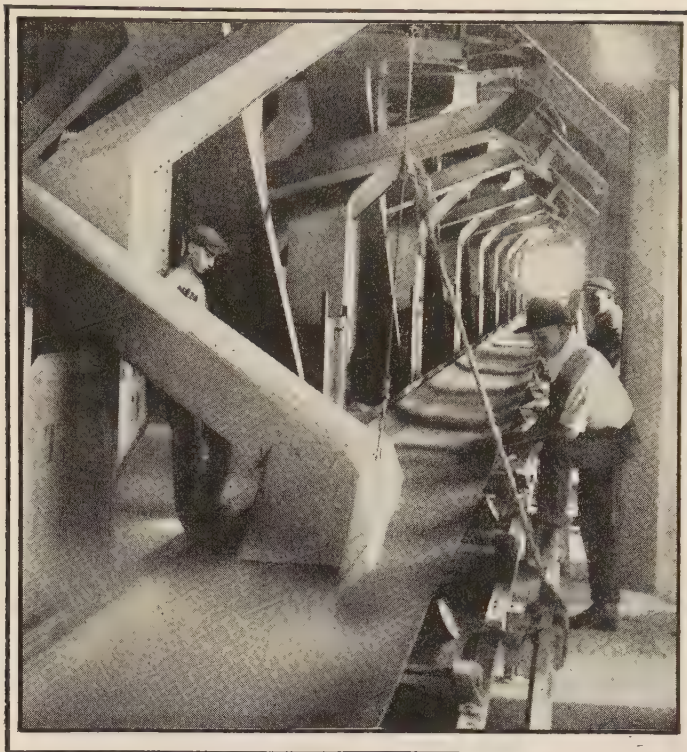
**The Elevator With the "Richardson Simplex"
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The very high reputation enjoyed by Goodrich Grain Belts is not the result of chance records here and there.

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They possess that "aging quality" which insures against ply separation, even after many years of service.

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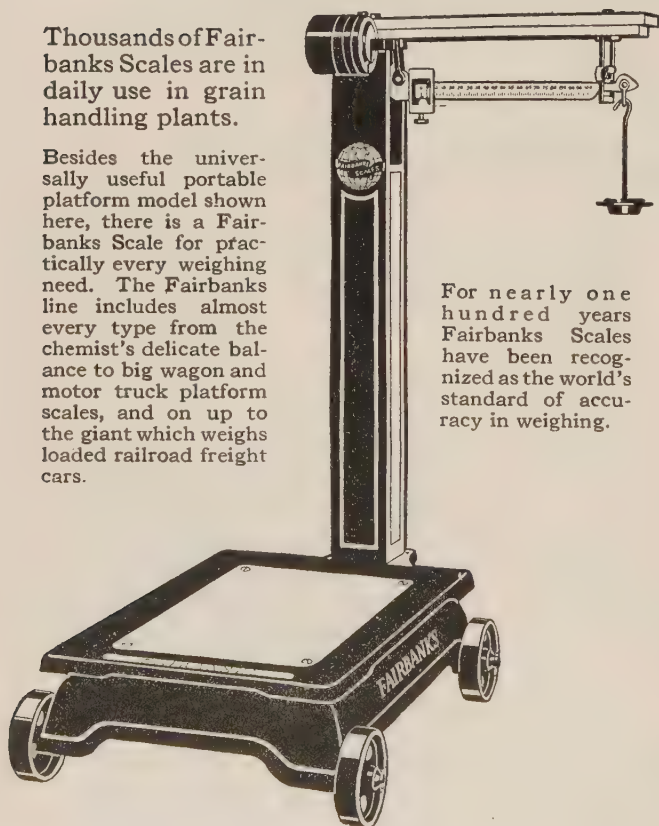
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"BEST IN THE LONG RUN"

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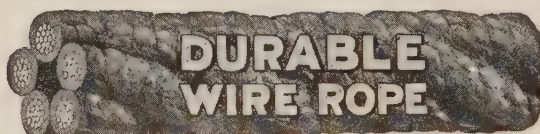
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Very light running.

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**THE MARLINE SERVED ROPE
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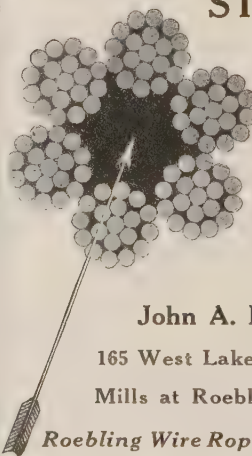
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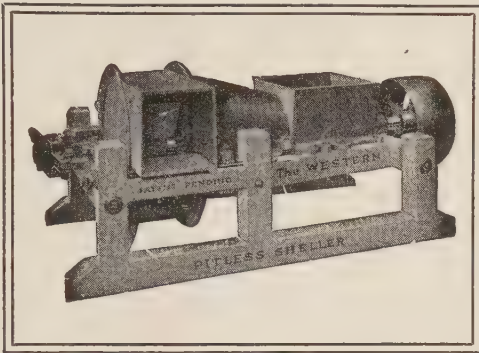
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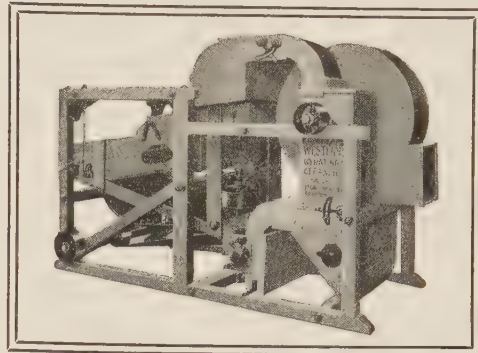
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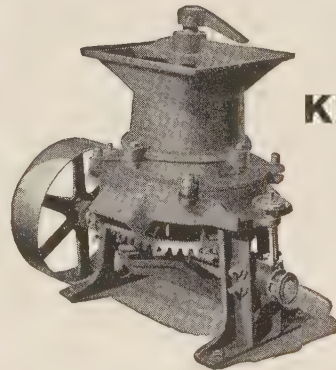
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For many years the **Standard Belting** for elevators.

Specify this belting when contracting to build or remodel.

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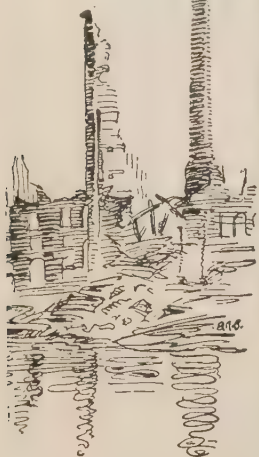
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After thirty-nine years' experience in building **TRIUMPH** Corn and Cob Crushers we are sure you can get some valuable help and information about such machines from us.

Send for the bulletin and tell us your specific problems

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio.

Opposite: Dings
Separators at
Chas. G. Krause
Milling Co., Mil-
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National Fire Protection Ass'n indorses magnetic separation

THE Annual Meeting of the National Fire Protection Ass'n was held at Boston, May 8, 9 and 10, 1923. The Committee on Dust Explosion Hazards turned in this suggestion for the prevention of dust explosions in flour and feed mills:

".....magnetic separators shall be placed ahead of all grinding or pulverizing machines of the roller, attrition or beater type....."

This is just one more endorsement of magnetic separation as a preventer of disastrous dust explosions and fires. The greatest recommendation is the many Dings "High Intensity" Magnetic Separators in service in mills and elevators where they are removing iron day in and day out before that iron can do damage.

Dings Magnetic Separator Co., 642 Smith St., Milwaukee

Dings
High Intensity
**MAGNETIC
SEPARATION**

Get the bulletin—

It describes the Dings "High Intensity" Magnetic Separator and tells how it prevents fires and explosions and saves money and lives. No charge or obligation.

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Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Des Moines, Ia.—I find your Journal very interesting.—R. W. Bonfield.

Clean and Load in One Operation

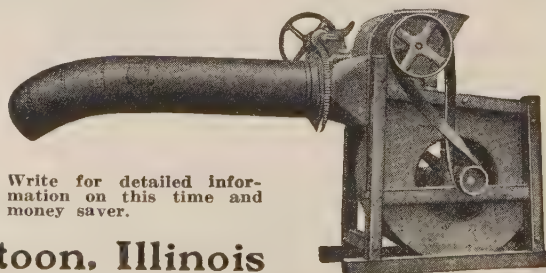
To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The Combined Grain Cleaner and Pneumatic Car Loader

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Mattoon Grain Conveyor Co., Mattoon, Illinois



Write for detailed information on this time and money saver.

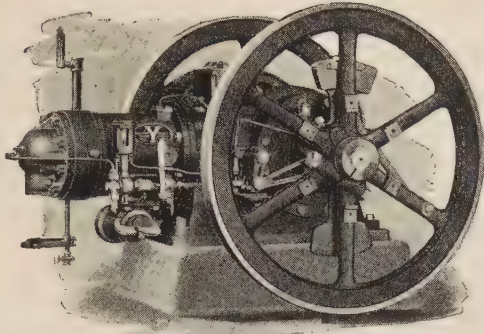
Saves $7\frac{3}{4}$ cents on each Barrel

Fairbanks Morse & Co.,

February 2, 1923

Kansas City, Mo.

Gentlemen:



Made in sizes from 10 h. p.
to 300 h. p.

We received a letter from you recently in reference to our success with the Type Y, engine purchased from you in July, 1922.

The entire cost for operating this engine, not including labor, from July 22nd, until December 31st, was $3\frac{1}{4}$ ¢ per barrel average for the period named above. This cost per barrel as compared to about 11¢ per barrel the previous year when we operated a steam plant, with coal for fuel, shows a very substantial saving, and is even better than claimed by your Salesman when recommending that we make this change in our power plant.

Yours very truly

THE BOARD

Fairbanks, Morse & Co.

MANUFACTURERS CHICAGO



The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

Record of Cars Shipped

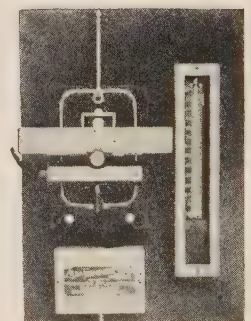
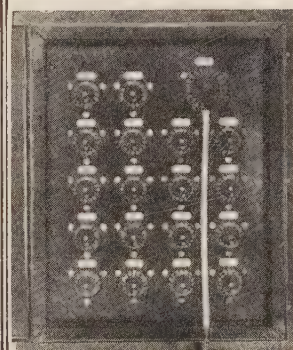
This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of edger paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 S. La Salle Street, CHICAGO, ILL.



The "ZELENY" Protects Your Grain

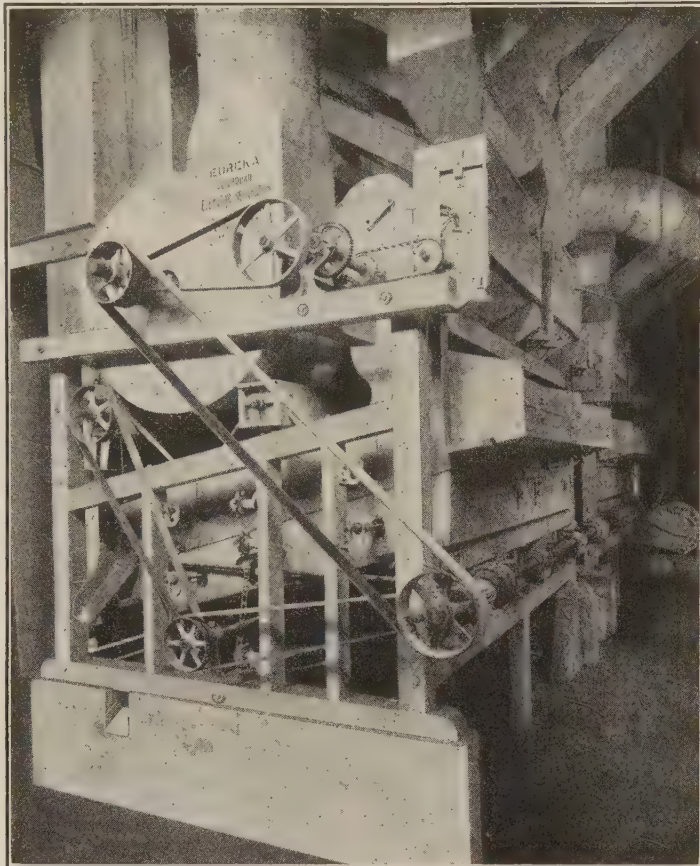
It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works
542 S. Dearborn St. CHICAGO

*A Few
Zeleeny
Installations*

Cargill Grain Co.
Pillsbury Flour Mills
Bartlett Frazier Co.
Uddike Grain Co.
Armour Grain Co.
Larabee Flour Mills
New Orleans Public Elevator
Maney Milling Co.
Buckeye Cotton Oil Co.
Red Star Milling Co.



The Norfolk Municipal Elevator

Reputed to be the

**Fastest Working House
in America**

and the last word in elevator construction is equipped with

Eureka Compound Cleaners

Thousands have inspected these (ball-bearing eccentrics) separators. Export wheat is being raised two grades by the "Eureka's."



S. HOWES CO., Inc.
SILVER CREEK, N. Y.



MORE AVAILABLE SPACE

is provided in your elevator or mill by the use of short silent chain drives.

American High Speed Chains transmit between 98 and 99% of the power applied. They constitute the most nearly perfect power transmission known.

Our engineers can help you solve your transmission problems. Just write.

AMERICAN
HIGH SPEED CHAIN CO.
INDIANAPOLIS, U. S. A.

ONE MAN and the NEW BADGER



Look for the word "BADGER"
it identifies our product.

BUILT FOR HEAVY DUTY—this Car-Mover will stand up under the most severe service,—yet it is light and well balanced—therefore easily operated and handled.
SOLD ON THIRTY DAYS' FREE TRIAL—WARRANTED AGAINST BREAKAGE FOR 6 MONTHS.

Freight paid both ways, if after a fair trial you don't find it worth the price and then some.

ORDER FROM YOUR NEAREST DEALER

Sole Manufacturers

ADVANCE Car-Mover Company, Appleton, Wis.



To Fit Your Conditions

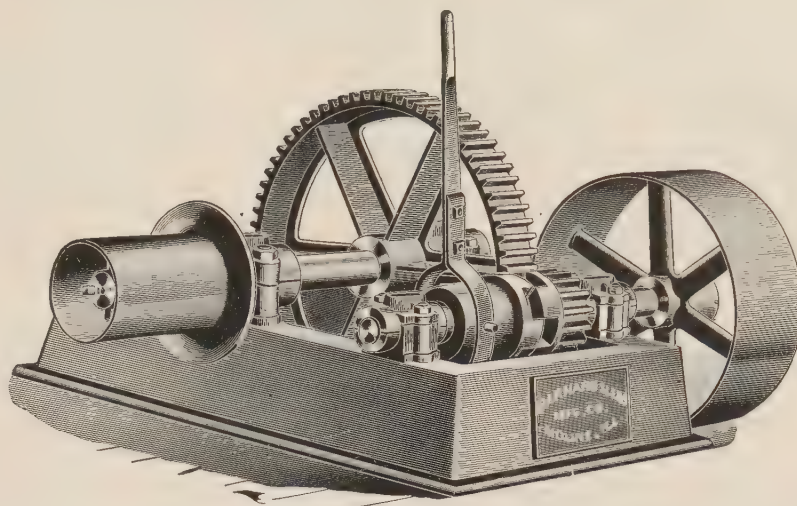
We are equipped to make complete new installations on modern plans, and guarantee the whole installation to produce results. We also remodel old systems, and make additions where present system has become inadequate. Defective systems corrected.

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

Armour Grain Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants
B. & O. Elevator,
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
Capitol Elevator,
Duluth



Cars Placed Quickly With A Barnard-Moline Car Puller

The Barnard-Moline Single Geared Car Puller, illustrated above, will save you a great deal of time in placing freight cars on your siding exactly where and when you want them. It will pull from one to eight loaded cars on true, level track, or if more cars than this must be handled at one time, our Double Geared type, which pulls from five to fifteen loaded cars, will fully meet all requirements.

The Barnard-Moline Car Puller is very durable in construction. It has a solid cast iron base, heavy bearing boxes, jaw clutch and is provided with double sheave for rope.

Can be furnished with or without rope drum, whichever is desired. The rope drum is a great convenience where one is cramped for room, besides effecting a saving in ropes by keeping them in good condition.

There are hundreds of Barnard-Moline car pullers in use in all parts of the country, and all are giving perfect satisfaction.

Write for Special Bulletin 10 - G for prices and full details.



BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Proof Positive of Invincible Quality

Recent Contracts for INVINCIBLE MACHINES were placed by such internationally known concerns as:—

Pillsbury Flour Mills Co.
New Mill, Buffalo, N. Y.
98 Machines

Quaker Oats Company
New Mill, Peterboro, Ont.
20 Machines

Baltimore & Ohio Ry. Co.
New Elevator, Baltimore, Md.
10 Machines

The significant thing is not alone in the fact that these orders came to us, but that all three companies have been using INVINCIBLE MACHINES for years.

The highest degree of perfection in the finished product is never attained except by the employment of Machinery of First Quality.

Quality is Inherent in Invincibles

Invincible Grain Cleaner Company Silver Creek, N. Y.

Representatives in—

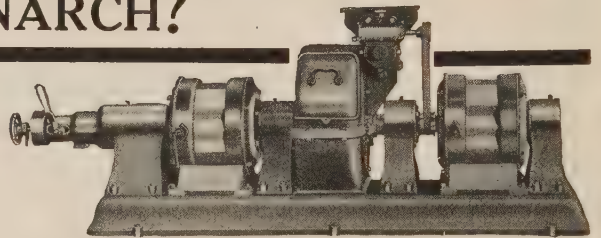
Minneapolis, Chicago, Kansas City, Indianapolis, Remont, Ohio; Bristol, Tenn.; Philadelphia, San Francisco, London, Eng.

Do you know why the First Ball-bearing Attrition Mill was a MONARCH?

Maybe you remember the troubles that millers had 12 years ago, when they had to shut down and tram a mill every time it got out of adjustment. Do you remember?

We do, because those troubles were what started us building the first Ball Bearing Attrition Mill, the MONARCH, which is today the standard for feed mills of all kinds.

The same designers who originated the complete ball bearing Attrition Mill are still in the lead. They are constantly working out other new ideas, to help the elevator operator turn out a better product at more profit.



Write today for new booklet which describes the MONARCH Attrition Mill from base to pulley drive.

SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.

GEORGE J. NOTH, Mgr.
Chicago Office: 9 South Clinton St.

H. C. MALNESS, Mgr.
Kansas City Office: 308 New England Bldg.

THE MONARCH MILL BUILDERS



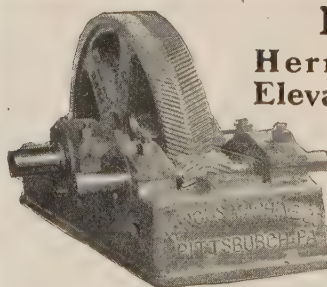
Eliminate Weevil

with
Liquefied Hydrocyanic Acid

Developed for the elimination of Moth and Weevil in mills, elevators and grain in storage.

Endorsed by
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A. R. Young Material Co.
1710 Grand Avenue KANSAS CITY, MO.



FAWCUS
Herringbone Gear
Elevator & Conveyor
Drives

Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact
FAWCUS MACHINE COMPANY
Pittsburgh, Penn.

Corrugated Sheets

We specialize in corrugated sheets for roofing and siding; also sheet metal work for elevators. Immediate shipment from Chicago.

The Sykes Company

2270 W. 58th Street
CHICAGO



**Elevating
Conveying**



Sheet Metal--Power Transmission

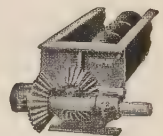
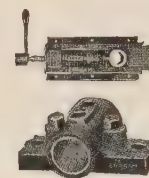
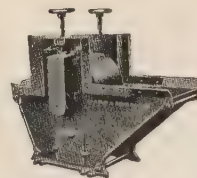
Machinery, because of the important part each plays in the operation of a grain elevator, should be the best obtainable. For many years we have specialized in the manufacture of the better class of grain elevator and flour machinery. No matter what equipment you may require, we can furnish it.

Located on three railroads, we are in position to make prompt shipment.

Send for our catalog No. 22 which describes, in detail, our very extensive line of grain elevator machinery.

The J. B. Ehram & Sons Mfg. Co.

Enterprise, Kansas



Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 100 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$3.00 per copy

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

Dust Collectors



alone do not prevent explosions in Elevators, but

DAY

Dust Collecting Systems do when properly installed.

The Day Company

1006 Lyndale Avenue N.

Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS

For Concrete or Wood

**Grain Elevators
Feed Plants
Corn Plants
Coal Elevators**

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa
30 Years of Practical Experience

FEED SYSTEM ENGINEERING

Feed Plant Designing
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Feed Formulas and Manufacturing
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S. T. EDWARDS & CO.
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

386 120th Place, Blue Island, Ill.

The Spencer Construction Company
Grain Storage Tanks
Mill Buildings
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Garrett Bldg. Baltimore, Md.

FOR

**Concrete Elevators
Townsend B. Smith**

Designer and Builder

Decatur, Ill.

BOGGESS CONSTRUCTION CO.
29 Gebhardt Block DECATUR, ILL.

Builders of
GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS
Special study given to each plant—Each
plant fills the individual needs

P. F. McALLISTER CO.
ENGINEERS AND CONTRACTORS
Grain Elevators, Driers, Coal Chutes
Wood or Concrete
BLOOMINGTON, ILL.

**Let
The Star Engineering
Company**

design your new Elevator, or do
your remodeling, and you will
own a plant that is up-to-date
in every particular. Our Engi-
neering Department is at your
service.

Write or Wire Us
Wichita, Kansas

THE GEER CO.
Designers--Builders
Elevators--Coal Pockets
Flour Mills
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L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
760-762 Gushard Building
DECATUR ILLINOIS

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA KANSAS

GEO. A. SAATHOFF
CONTRACTOR and
ELEVATOR BUILDER
Mayer Hotel Peoria, Illinois

D. F. HOAG & CO.
Designers and Constructors of
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Eikenberry Construction Co.
BLOOMINGTON, ILL.
We make a specialty of Designing
and Building
GRAIN ELEVATORS

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy
of Operation and Maintenance
704 Terminal Bldg. LINCOLN, NEB.

JAS. H. BROWN CO.
R. J. Keehn, Supervising Engineer
Minneapolis, Minn.
Designers and Constructors
Grain Elevators Flour Mills
All Materials
We Also Do Repair Work

W. C. Bailey & Son
Contractors and Builders of
Mills, Elevators and Warehouses

JONES-HETTELSATER CONST. CO.
Designers and Builders of
GRAIN ELEVATORS and FLOUR MILLS
706 Mutual Bldg., Kansas City, Mo.

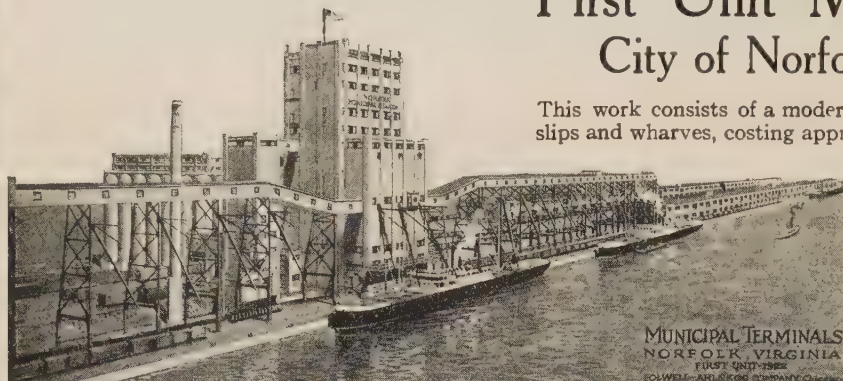
We have been receiving another grain
trade paper and I missed the Grain Deal-
ers Journal very much. I therefore or-
dered the Journal to come to me personally
as I felt the firm did not want two papers
merely for my benefit.—E. A. Wolfe,
Wolfe, Wolfe & Bevington, Shipshewana,
Ind.

We can furnish and install
equipment in old or new ele-
vators guaranteeing greater
capacity with less power
and positive non-chokable leg.

Cooper Bldg. Sunderland Bldg.
DENVER, COLO. OMAHA, NEB.

309 So. La Salle St. Chicago, Ill.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators.
We have built for many of your friends—Eventually we will build for you.
Why not now?*

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a Group of Elevators

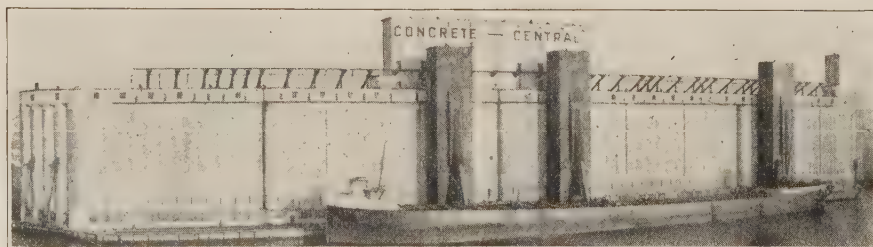
Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn. Minneapolis, Minn.

Operated by
The Eastern Grain,
Mill and Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

FEGLES CONSTRUCTION COMPANY, Limited

Engineers, Contractors

General Offices

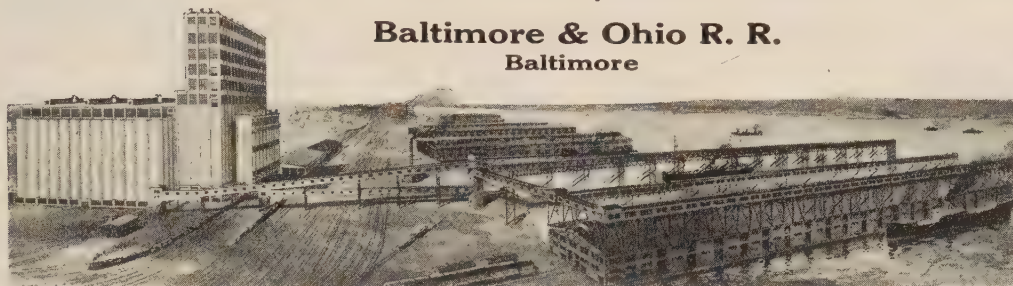
Minneapolis and Fort William



We have the following plants under construction, all fireproof and of advanced design. **The Best Is None Too Good for Owners Like These:** State of New York, Brooklyn, 2,000,000 bu. elevator and shipping galleries (illustration). State of North Dakota, Grand Forks, 2,000,000 bu. elevator and 3,000 bbl. mill. Archer-Daniels Linseed Co., Buffalo, ½ million bu. elevator and a real marine tower. Pillsbury Flour Mills Co., Atchison, Kan. ¼ million bu. elevator—Finest milling elevator in America. N. M. Paterson & Co., Ltd., Ft. William, Ont., ¼ million bu. storage.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street
Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

London, England

THE RYAN CONSTRUCTION CO.

SCHUYLER, NEB.

We build Modern Fireproof Grain Elevators
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

BALLINGER CONSTRUCTION CO.

BLOOMINGTON, ILL.

Designers and Builders

GRAIN ELEVATORS — FLOUR MILLS
WOOD or CONCRETE

CONFIRMATION BLANKS

Simple - Complete - Safe

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL, 309 S. La Salle Street, CHICAGO

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

SEND US YOUR INQUIRY

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 200 pages, 20 lines to each page, giving room for recording 4,000 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.
Order Form 380. Price, \$3.00

GRAIN DEALERS JOURNAL
309 South La Salle St., CHICAGO, ILL.



Patented

Folwell-Sinks Form Lifting

JACKS

For Grain Elevator and Silo
Construction

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

THE HALL SIGNALING DISTRIBUTOR



in any country elevator increases the available bin capacity, the handling capacity and the operator's efficiency fully one thousand bushels per day.

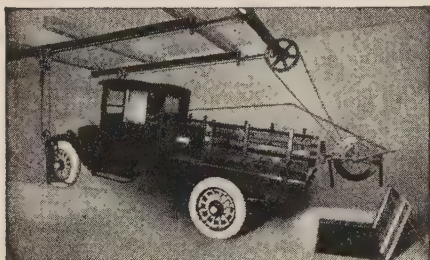
HALL SPECIAL

(Elevator Leg)

If you had two legs in your elevator, one of them a HALL SPECIAL with 7 x 5½ inch "Omaha" cups, the other an ordinary leg with 11 x 7 cups, the HALL SPECIAL would elevate the most grain, do it with less attention, and less cost.

It would cost less to build, and less to maintain. It would elevate steadily, uniformly, reliably.

HALL DISTRIBUTOR CO., 1913 Harney St., OMAHA, NEBR.



McMillin Wagon and Truck Dump

Operated and controlled by a bevelled friction.

Double cable hoist.

Hoisting mechanism supported on track by trolley so hoisting as well as handling operation can be accomplished at any point along the line of track.

Attachment to front wheels carried from trolleys and supported by a spring which allows the wheel attachment to be forced down and under wheel. The tension of spring holds the attachment firmly in place. This design allows the front wheels of the vehicle to be raised at any point along the line of track which accomplishes the dumping into one or any number of dump doors regardless of their position, or the length of the vehicle.

This in no way conflicts with driveway floor or sinks under the floor, and the location of the dump door can be where you desire it or where it will best supply the sink.

**SIMPLE - DURABLE - PRACTICAL
SPEEDY**

For further particulars
Address

L. J. McMILLIN

525 Board of Trade Building
Indianapolis, Ind.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal



BAD ORDER CARS cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected. **KENNEDY SYSTEM** of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana

Canadian Factory at Woodstock,
Ontario

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 25 cents per type line.

ONE-SHAPE GRINDERS

IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"I desire to express my appreciation of the long-lasting, trouble-proof grinder. Have used a No. 4 ten years with less than One Dollar per year for repairs." *H. W. Watt, Jasopburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**

10,000 SHIPPERS

Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

I have been able to get \$2.00 worth out of the Grain Dealers Journal just by glancing thru its pages and in appreciation of the good work you are doing I enclose check for another year.—B. W. Furr, Furr & Cohee, Fortville, Ind.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

IOWA—A good elevator for sale. Good territory. Possession at once. Address 51Q17, Grain Dealers Journal, Chicago, Illinois.

IOWA—A good grain station in central Iowa for sale. Address 51N12 Grain Dealers Journal, Chicago, Ill.

WISCONSIN—20,000 bu. iron clad grain elevator on the C. B. & Q. R. R. Maiden Rock Elevator Co., Maiden Rock, Wis.

EASTERN NEBRASKA terminal elevator in first class shape; well located. Address 50A13 Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elevator for sale; 10,000 bushel house, cheap; good town; price right for quick sale. Address 51P18 Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—Elevator for sale, only elevator and coal business in town. Price \$6,500. Cash, \$2,500, balance easy terms. Address W. R. Donohoo, Pearl, Ill.

ILLINOIS—New 60,000 bu. cribbed steel covered house for sale. Excellent territory. Would trade for small corn belt farm. Address 51R10, Grain Dealers Journal, Chicago, Ill.

FLORIDA corn elevator complete with shelter, press, dryer, recleaner, 4 elevators; used very little; at a bargain. Williams Grain Co., Alachua, Fla.

CENTRAL INDIANA elevator for sale. 25,000 bus. capacity, 28 h.p. engine, on Pennsylvania lines. Must sell in order to settle estate. Address 50H21 Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA elevator with side lines for sale. A money maker. No trades—must have cash. Address 51Q12, Grain Dealers Journal, Chicago, Illinois.

WESTERN KANSAS—Elevator on A. T. & S. F. for sale. Electric power; only elevator in town; good shipping point and good retail trade. Address 51P11, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis, Ind.

EASTERN COLORADO—We will receive sealed bids up to September 1st at two o'clock P. M. and at which time bids will be opened for two good elevators on U. P. Bids for either or both will be considered and we will reserve the right to reject one or all bids. Julesburg Co-operative Grain Company, Julesburg, Colorado.

NORTHERN ILLINOIS—Elevator for sale. 14,000 bus. capacity; ironclad, on private ground; no competition; all electric power; attrition feed mill; corn crusher. Handled 250,000 bus. last year. Milk condensary in town and plenty feed grinding and retailing. Reason for selling, wish to retire. Terms. Address C. A. Fenstermaker, Amboy, Illinois.

ELEVATORS FOR SALE.

CENTRAL KANSAS—Elevator in the heart of the wheat belt for sale. Capacity 20,000 bushels. Address 51Q7, Grain Dealers Journal, Chicago, Ill.

WE HAVE been swamped with the results of our small ad in your columns and will have no difficulty in selecting reliable men.—L. S.

CENTRAL INDIANA—Four good grain elevators doing an excellent business, situated in live towns in corn belt. Reasonable selling prices. Write us for full description on these elevators. J. D. Chancellor & Son, 515 Columbia Street, Lafayette, Indiana.

IOWA—Grain, coal and feed business on C. B. & Q. Ry.; new 37,000 bu. concrete elvtr., 10,000 bu. wood. Ship 300 to 400,000 bu. grain annually. Storage for 900 tons coal. Address 51P12, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA elevator for sale. 20,000 bushels capacity. Electric power. In first class condition. Good grain point. Crops are good. Town of 2,000. Possession at once. Address B. J. Sweatt, Dell Rapids, S. Dak.

WISCONSIN—15,000 bu. cribbed elevator, iron clad, warehouse, coal shed, electric power. Good grain, feed, flour, coal and feed grinding business. No competition. Address 50M16, Grain Dealers Journal, Chicago, Ill.

N. W. MISSOURI—Modern 10,000 bu. elevator for sale in good town. Price \$7,500.00, some terms if desired. A good proposition for someone able who will give personal attention to the business. Address 51P5, Grain Dealers Journal, Chicago, Ill.

KANSAS—16,000 bu. iron clad grain elevator must be sold at once. Good condition. Located in good town, 40,000 population. Three main line R. R. in town. Good schools and churches, both Protestant and Catholic. Address G. A. Jorn, Paola, Kansas, for further particulars.

NEBRASKA—14,000 bushel elevator, lumber yard and coal business for sale in good, live little town. Good school and church; two main line railroads; 150 miles from Omaha or Kansas City. Must be sold at once. Address H. E. Fairchild, Endicott, Nebraska.

ELEVATOR BROKERS.

J. D. CHANCELLOR & SON
Elevator Brokers,
515 Columbia St.,
Lafayette, Indiana.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE GRAIN ELEVATORS for sale and a few for exchange for land of equal value.

If you are in the market write me fully as to amount you wish to invest and location you prefer.

JAMES M. MAGUIRE,
6454 Minerva Ave., Chicago, Ill.

ELEVATORS WANTED.

FOR SALE OR TRADE for good grain elevator in corn belt of Indiana or Illinois, a well improved 160 acre farm. Terms on this farm very attractive. E. Baumgartner, Milford, Ind.

WANT TO BUY elevator in Indiana, Ohio, or Illinois in corn belt. Describe fully giving price, terms, construction, capacity and amount each kind of grain handled annually in first letter. Address 51R9, Grain Dealers Journal, Chicago, Illinois.

TRADE for suitable grain business in Illinois or Indiana, full line of up-to-date implements, invoice \$6,000.00, in Raymond, Illinois. Town has population of 1,200; 5 churches, good schools, in excellent farming community; one competitor. Address Adolph Oberle, Raymond, Illinois.

ELEVATOR WANTED on the 50-50 net profit divide plan, or position as manager-bookkeeper Farmers Elevator; have made \$30,000.00 net for Equities the last four years; have been under bond for the last 18 years and can give real references that count. Am expert bookkeeper. Address 51Q5, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR LOCATION FOR SALE.

INDIANA grain elevator location for sale. Team scales, office, warehouse, 15 h. p. engine, seed and fertilizer house; five lots, where elevators burned on Big Four Railroad Switch, in Colfax, Indiana. Address F. W. Powers, owner, 128 North Grant St., West LaFayette, Indiana.

BUSINESS OPPORTUNITIES.

NESS CITY, KAN.—Ideal location for large or small flour mill for sale. Good wheat territory. P. O. Box 341, Ness City, Kan.

FOR SALE IN BANKRUPTCY.

Pittman & Harrison Company Estate: Large grain warehouse with Grinnell Sprinkler system; sweet feed plant; poultry feed plant; corn sheller plant, etc. Address Rowan Mills, Trustee, Sherman, Texas.

ILLINOIS lumber, coal, elevator and hardware property and stock for quick, cheap sale, to settle estate. Located in Eleroy, Illinois; a good partnership business. Inquire F. W. Hainke, Box 83, Eleroy, Ill.

CENTRAL NEBRASKA—Modern new grain and seed house for sale; doing splendid business, good town. Would consider active partner. Careful investigation invited. Address Box 806, Ord, Nebraska.

OAK CREEK, COLORADO, wholesale and retail feed store for sale. We are buyers and shippers of flour and meal, all grades of salt, potatoes, turnips, burlap sacks, twine, baled hay, oats, wheat, rye, bran, corn, ground feed, field and garden seed. Reason for selling, am a widow and short of help. Emma Bell, Oak Creek, Colorado.

TRADE WANTED OR SALE—Have you something to sell or trade? Let the readers of the Journal know what you have to offer. Now they are unaware of the advantage of dealing with you. The best way to dispose of anything is by advertising.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6,700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

INVESTMENT.

WANT first mortgage loan for 3 years on elevator. Will pay 8% interest annually. Address 51R19 Grain Dealers Journal, Chicago.

FEED MILL FOR SALE.

MISSOURI—Feed Mill for sale, self rising flour plant in connection, wholesale flour business. Fine climate, good school and churches. Price \$2,000 and invoice. Good opportunity for man with capital. Write M. A. Patrick, Walnut Grove, Missouri.

MILL FOR SALE.

ARKANSAS—75 barrel, electric power flour mill for sale; in good condition; buildings and machinery cost \$25,000; price for quick sale \$10,000. Address Taylor-Davis, Harrison, Ark.

KANSAS—Flour and feed mill in town of 18,000 for sale; well established business; \$25,000 cash. Address 51P21 Grain Dealers Journal, Chicago, Illinois.

OATMEAL AND FEED MIXING PLANT AT A BARGAIN.—This mill was originally built for a 500 barrel oatmeal mill; part of the oatmeal machinery has been removed to make room for feed mixing machinery; most of the essential parts are still intact, namely, hulling stones, elevators, dry kiln oat graders, rolls for flaking grotes and other machinery. A portion of the machinery that was removed can again be replaced; there is ample room for both oatmeal and feed mixing machinery. The feed mixing part consists of modern machinery for this purpose, with capacity of 40 tons per hour, built in two units of 20 tons each, of either molasses or dry mixture. Its feeds have given satisfaction wherever used. It has storage capacity for 80,000 bus. of grain and 4,000 tons of sacked feed; two steel tanks capacity for 500 tons of molasses, power shovels for unloading grain; in fact, facilities for handling to best advantage to and from cars. Feed is elevated from packers into cars. A double track runs between buildings connecting with main R. R. line. Fourteen cars can be spotted at once and removed with car puller. The elevator is equipped with truck dumps for receiving grain from farmers' wagons. This plant is located in Illinois on the main line of railroad which has branches running north, northwest, west and southwest. All the different ingredients used in a first class feed originate on these lines and with milling in transit privileges makes this an ideal location. Price very reasonable, with reasonable terms. Address 50G23, Grain Dealers Journal, Chicago, Ill.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

WANTED

New Mispint Bags
or

Discarded Brands
Cotton, Burlap or Jute.
Advise quality, size and
quantity.

VALLEY BAG COMPANY,
St. Louis, Mo.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as grain solicitor or manager of elevator. Experienced in grain business. P. O. Box 341, Ness City, Kan.

WANTED—A position with some good Chicago or Indianapolis grain firm. What have you to offer. Address 51R6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager Farmers Elevator in Illinois. Fifteen years' experience. Can furnish best of references. Address 51N9 Grain Dealers Journal, Chicago, Ill.

MAN familiar with office duties, with thirty years' experience in running inland and terminal elevators, wants position as manager or foreman. Best references can be furnished. B. J. Tobin, Burlington, Iowa.

YOUNG MARRIED MAN with grain and lumber experience wants position as Manager or Assistant to Manager in good country elevator, either line or farmer company. Best of references furnished. A. Ross, Davis Junction, Illinois.

GRAIN MAN, experienced country elevator buyer, manager line elevators, buying and selling through terminal market, competent accountant and good traffic man. Wants position, any place that will pay in line with ability. Address 51R20, Grain Dealers Journal, Chicago, Illinois.

YOUNG MAN wants to learn grain business. Any position, in either country or terminal elevator, in any locality, where there is advancement, will be considered. 10 years farming and 4 years threshing experience. References and bonds can be furnished. Address Dave Bertelson, Antelope, Montana.

HELP WANTED.

WANTED at once, managers and grain solicitors. \$25.00 one hour's work. No interference with present business. A gold mine. Write 51R21 Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

THE WANTED—FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

FUNNY EXPERIENCES.**FUNNY STORIES WANTED.**

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOR SALE—20-50 pound Howe Scale weights. In good condition. Chas. Love, Macon, Ill.

STOP! If our ad runs any longer we will have to refuse to let the mailman in. As it is we have had to put on two extra stenographers just to answer queries.—W. K.

It's Money in Your Pocket

to use the Universal Grain Code. Read the following letter, written by a firm that is well known and who are users of the Universal Grain Code.

111 W. Jackson Blvd.

Chicago, Nov. 3, 1920.

Grain Dealers Journal,
305 So. LaSalle St.,
Chicago, Ill.

Gentlemen:

We beg to advise that ever since the publication of the Universal Grain Code, we have used it continually with most of our brokers, and find it very satisfactory indeed. We found it a little difficult at first to educate some of our brokers to its use, but finally overcame any objections they had and now we use it almost entirely in transacting our cash grain business between the various markets in the East and Chicago. It is not only very complete in all details but is made up in a manner that permits of considerable saving in telegraph toll.

Yours very truly,

J. C. SHAFFER GRAIN
EMC*ES COMPANY

Note what they say about the completeness of the code and how easy it is to find words thru the convenient arrangement. Many other grain firms say the same.

The code contains 146 pages of policy bond paper on which are printed over 14,000 code words for modern, up-to-date trade expressions, every one of which will effect a saving in your telegraph bills.

Follow the example of the J. C. Shaffer Company and stop the leaks in your profits by using an up-to-date, complete grain code.

Send your order today
Price \$3.00

Grain Dealers Journal
309 So. LaSalle St. CHICAGO

MACHINES FOR SALE.

FOR SALE—4 Hole Keystone Corn Sheller, also 14 h.p. R & V Gasoline Engine. Write N. J. Olsen Co., Moorhead, Minn.

FOR SALE—18" Unique attrition ball bearing feed mill and 25 hp. kerosene engine; brand new condition. Mill is complete with drive. Price \$800 or sell separate. M. J. Rother, Hastings, Minn.

FOR SALE—Two No. 0 McDaniel Grain Driers 48" Diameter 50' high. Two No. 2 McDaniels Wheat Washers, capacity of both 100 to 125 bushels per hour, complete with the exception of fans. The Kansas Mfg. Co., Wichita, Kans.

MIDGET MARVEL MILLS.

One 25 bbl., one 50 bbl. and one 60 bbl. Midget Mills. We carry complete line of new and used mill machinery. Buy, sell or exchange. We can save you money. Bonner Springs is a suburb of Kansas City. Address H. C. Davis, Box 393, Bonner Springs, Kans.

1 **LARGE WALES** Adding Machine with stand 1 new Era No. 5 Model check writer
1 Brown-Duvall Moisture Tester—2 lamps—complete
1 Dockage Scale.
Address 51N17 Grain Dealers Journal, Chicago,

FOR SALE.

1 Gibbs Belt Bean Picking Machine, fairly good condition\$50.00
1 Eureka Grain Cleaner No. 3..... 50.00
1 Monitor Grain Cleaner No. 5..... 75.00
1 Buffalo Hopper Elevator Scale 75.00
Bad Axe Grain Company,
Bad Axe, Michigan.

SAVE YOUR MONEY. Write us for prices on new or used Separators—Oat Clippers—Corn Shellers and all kinds of Elevator Machinery, Elevator Buckets—Manila Rope—Fibre Clad Wire Power Shovel Ropes—Belting, etc. Also new and used pulleys. Standard Mill Supply Co., Kansas City, Mo.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

FOR SALE—New and used machinery on hand at bargain prices.
5—75 hp. Slip Ring AC motors
1—35 hp. Squirrel Cage AC motor.
2—10 hp. Squirrel Cage AC motors
12—Guantt Feeders
1—Apron Conveyor, 120' long, new
1—Molasses feed scale
1—Molasses mixing convey steel box—new
1—Dry Feed mixing convey wood box
1—High Speed Elevator Leg
1—Dry Feed Scale & Packer
1—Twin Alfalfa Packer
Other machines for grain elevators and feed plants, pulleys, belting, etc.
KAUCHER-HODGES & COMPANY
Memphis, Tenn.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.
Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.
Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St. Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—New No. 77 Clipper Cleaner and screens. Never used. Half price for quick sale. Nelson & Aldrich Construction Co., Spencer, Iowa.

MILL AND ELEVATOR MACHINERY FOR SALE—Belts, Pulleys, Shafting, Elevator Legs, Burr Mills, Automatic Scales, Packers, Reels, Rolls, and other mill equipment. Hanson Milling Company, Ashland, Wis.

FOR SALE—One Eureka Dustless Receiving Separator No. 178; good as new, used only one season. Preston Lansing Vitrified Tile for storage bins for either coal or grain, tile in number to build two bins 14x35; these were left over from building our new Vitrified Tile Storage. A bargain. Wolfe & Bevington, Shipshewana, Ind.

SCALES FOR SALE.

AVERY AUTOMATIC six bushel scale for sale in A-1 condition. Will sell cheap. Address 51R16 Grain Dealers Journal, Chicago, Ill.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FOR SALE—One ½ bu., two 1 bu., four 3 bu., one 4 bu., and one 6 bu. Richardson Automatic Grain Scales, some new. One 5 bu. Fairbanks Automatic. One 5 bu. and two 6 bu. Richardson Sacking Scales. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

ENGINE WANTED.

WANTED—One good second hand gasoline engine, 25 or 30 h.p. Address Stephens & Shelby, Muncie, Illinois.

ENGINES FOR SALE.

30 H.P. OTTO gas engine for sale in good condition. Replacing with motor. Address Nickel Grain Co., Valparaiso, Ind.

FOR SALE—40 H.P. Engeco Oil Engine, A-1 condition, reasonable price. Reason for selling, have installed motor. For further information, write Manton Produce Co., Manton, Michigan.

ONE 12 H.P. type N. B. Fairbanks-Morse Engine for sale. This engine is in good condition and can be bought reasonable. Write S. L. Mun, secy., Farmers Gr. & Sup. Co., Galva, Kan.

FOR SALE—One 35 H.P. International gas and oil engine complete; one car loader (blower), pulleys, shafts, etc. Address Farmers Grain & Feed Co., St. Paris, Ohio.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. **Price, \$4.50**

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. **Price, \$4.00.**

GRAIN DEALERS JOURNAL

305 So. La Salle Street CHICAGO, ILL.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

State.....

**BARGAIN SALE ON SHELF-
WORN BOOKS.**

One copy Plans of Elevators, containing the most vital problems confronting the prospective elevator builder in the selection of a house properly constructed to meet the requirements of his business. Corn crib construction, cob burners, scale pits, dust collecting systems, seed handling plants, bleaching towers, belt conveyors and grain elevator offices. This edition contains 500 pages, 94 of which are descriptive matter. Price \$3.00; for this soiled copy sale price but \$2.50. Order "Plans of Grain Elevators, Special."

Improved Railroad Claim Blank books bound in duplicate. This form requires little of your time for filing and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment. Form A contains Loss of Weight in Transit Claims; Form B, Loss in Market Value due to Delay in Transit; Form C, Loss in Quality Due to Delay in Transit; Form D, Loss in Market Value Due to Delay in Furnishing Cars; and Form E, Overcharge in Freight or Weight. We have three books of 100 sets of Form A, two of which we will part with for \$1.50, and the third for \$1.00. Order No. 411-A "special." Form No. 411-5 contains 60 sets of Form A, and 10 sets of each of the other forms. We have two soiled or damaged copies; one for \$1.75 and one for \$1.00. Order No. 411-5 "special." These prices do not include postage and insurance. (Weight of book, 3 pounds.)

GRAIN DEALERS JOURNAL,
305 So. LaSalle St., Chicago, Ill.

J. OLIVER JOHNSON, Inc.
TURF SPECIALIST
SEEDS—HUMUS—EQUIPMENT
1805-17 MILWAUKEE AVE.
CHICAGO

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

**Have You
Seed For Sale?**
**Do You Wish
To Buy Seed?**

See our "Seeds For Sale—
Wanted" Department
This Number

SEEDS FOR SALE—WANTED

TIMOTHY SEED FOR SALE—New timothy seed from center of best seed district in country, country run or re-cleaned, local or car lots. Write us. C. A. Stuckey, Moulton, Iowa.

**Helpful Books
FOR
Carlot Grain Handlers**

Purchase & Sale Contracts is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his purchases and sales contracts to determine instantly whether he is long or short. Left hand purchase page column headings are: Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks. Right hand sales page column headings are: Date, To Whom, Bushels, Grade, Shipments, Price, By Whom, How and Remarks. Book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in heavy canvas. Order Form 18 P&S. Price \$2.75.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.59 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form 36. Price \$5.00.

Improved Railroad Claim Blanks require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and expedite your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

Form B—Loss in Market Value Due to Delay in transit.

Form C—Loss in Quality Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in books, each containing 100 originals and 100 duplicates, with two-page index, instructions and summary showing which claims have not been paid, and four sheets of carbon. The original is sent to the claim agent, and carbon copy remains in the book, as a record of claim to be followed up.

The five forms are well bound in three books: 411-A contains 100 sets all Form A. Price \$2.00.

411-E contains 100 sets all Form E. Price \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00. Weight 2 lbs. 1 oz.

GRAIN DEALERS JOURNAL,
309 So LaSalle St., Chicago, Ill.

**Field and Grass
Seed Trade Directory****ATCHISON, KANS.**

Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.

Buffington & Co., John J., field seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, Inc., J. Oliver, seeds, humus, etc.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

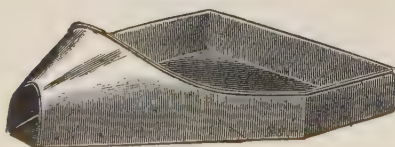
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited Send us your samples
TOLEDO, OHIO

HAY FOR SALE.

SHIP YOUR HAY
to
ALBERT MILLER & CO.
192 N. Clark St. CHICAGO, ILL.
Good Sales—Prompt Returns

GRAIN SAMPLE PANS

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size, 1½x9x11", \$1.80. Grain Size, 2½x12x16½", \$2.15.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, I

SEEDS FOR SALE—WANTED

MINNEAPOLIS SEED CO.

MINNEAPOLIS MINN.

We are Buyers and Sellers,--TIMOTHY-CLOVERS-MILLETS
Grass Seeds and Seed Grains

Send samples for bids Ask for samples and prices

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

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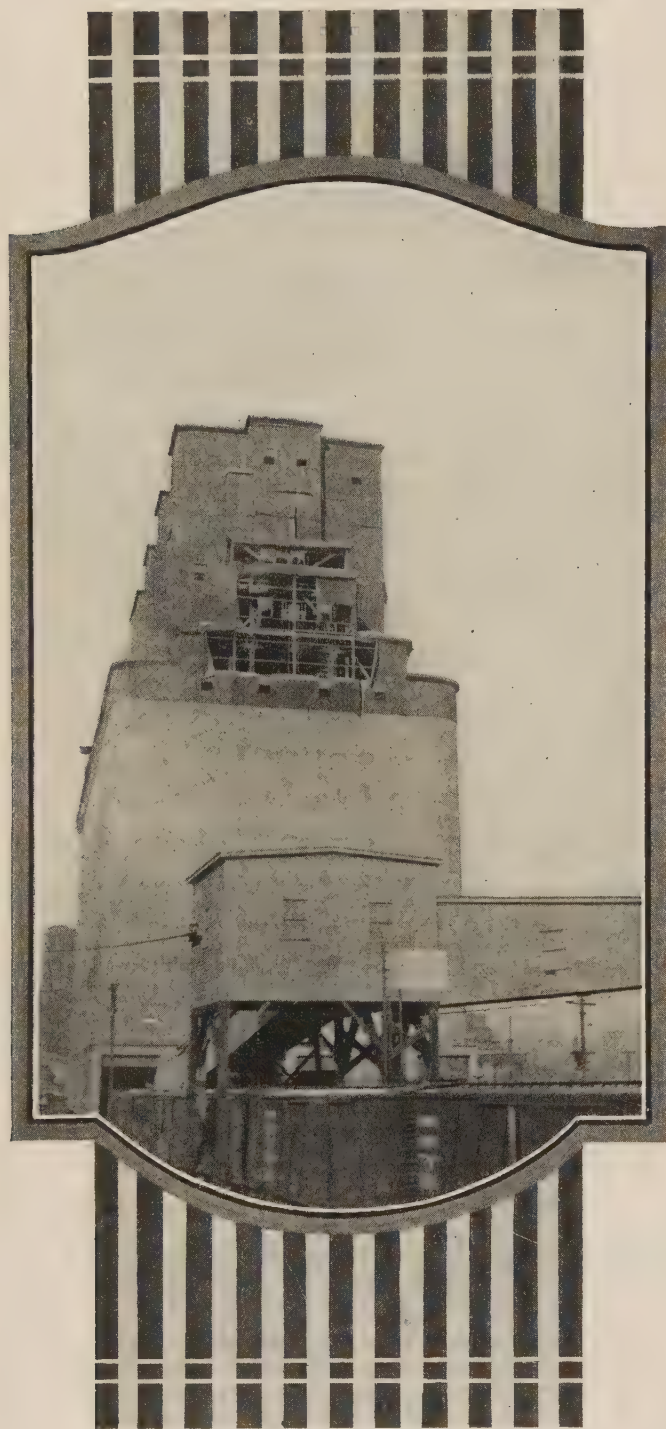
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I cannot do without the Journal so please renew my subscription.—Walter Hunsaker, agt., Alva Roller Mills, Avard, Okla.

ARMCO INGOT IRON

TRADE MARK



WITH one of the greatest wheat crops in sight, Canada is hurrying to build adequate facilities with which to handle it. There must be at least twelve million-bushel elevators under construction at different points and more contemplated. All of these terminals located at Ft. William, Port Arthur and other Canadian lake ports will be equipped with modern marine towers. They will be built of structural steel to make them light and sided with sheet metal.

Armco Ingot Iron siding and roofing, besides complying with the latest suggestion of reliable builders, gives a light type of building and an easy one to erect—especially adapted to marine tower construction where towers are moved to and from vessels.

Armco Ingot Iron has, for years, been used on marine towers of Canadian elevators, especially at salt water terminals. Armco Ingot Iron withstands the corrosive action of damp salt air. It's no wonder, then, competent engineers rely upon Armco when conditions are less trying.



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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 25, 1923

COMPARISON of wheat pool prices with prices obtained in the open markets by non-members is causing much grief among growers who signed the five-year contract.

WET WHEAT in the shock needs air and sunshine before threshing; and grain buyers will help all concerned by urging farmers to pull the wet shocks apart and spread the bundles on the ground to dry out before threshing.

LATE RAINS have caused so much damage to small grain in the stack that farmers are marketing the poorest of the grain quickly in hope of getting it off their hands before it spoils, so buyers need to be on their guard and carefully inspect each load bot.

CONTRACTS specifying terms of a named market mean the protein test of a reputable analyst at that market, under a decision of the National arbitration com'te reported elsewhere in this number of the Journal. A buyer can not reject a shipment if his test shows less protein than that of the analyst at the named market.

TO BUSINESS MEN and bankers the agricultural publishers are giving wide circulation to a denial that the farmer is poverty-stricken. The publishers assert that the wheat crop is but 6 per cent of the total of farm products and allege that wheat is but a "sentimental index." Then why were the same publishers so insistent the past two years that special legislation, such as the Capper-Tincher Act and the Intermediate Credit Bank Act, should be passed?

TAMPERING with the lever controlling the wagon dump should be strictly forbidden, if accidents such as that in one Iowa elevator, where a bystander pulled the wrong lever, are to be avoided. Fortunately the horses thrown into the pit in this case were lifted out uninjured. Warn visitors to let dump levers alone.

NOW THAT nearly every grain trade organization has protested vigorously against the continuance of war taxes on interstate wire messages, it should be an easy matter for a few firms largely interested to go to Washington and secure favorable action from the new Congress.

THE COMMERCIAL activities of farm agents employed by the federal and state governments are meeting with such general opposition that it seems very likely that the time is not far distant when these meddlers will abandon commercial lines and apply their time and energy to the promotion of better agriculture.

WHEAT FARMER must indeed be near death's door judging from the bulletins issued from his bedside by the Crop Reporting Board. The pulse of the patient was 116.2 on Aug. 15 according to the bulletin on "Farmers Intention to Sow Wheat and Rye" signed by the doctors in attendance, Schoenfeld, Callender, Harrison, Holmes, Putnam, Herbrandson and Gage, and approved by Acting Nurse Pugsley. Seriously the value of early guesses on the acreage contemplated is open to question.

ONE of the ablest statements of the shipper's rights to a reasonable rental for a location on the railroad right of way was presented recently by a shipper of Pittsburg, Kan., to the Kansas Public Utilities Commission. His argument against the raise from \$10 to \$104 per year would be conclusive but for one point, which is that the jurisdiction of state commissions over property not used for railroad purposes is doubtful and has not yet been passed upon by the United States Supreme Court.

LIGHTNING is credited in the news columns of every number of the Journal with an ever increasing number of elevator fires, due no doubt, to the fact that every country elevator is not properly protected with standard lightning rod equipment. Such protection is not expensive and is so desirable that the mutual fire insurance companies specializing in this line of risks give a credit for the installation of standard rods. The chance of having your elevator destroyed by a lightning fire is too great. Cheap protection is easily obtainable.

THE FEDERAL Trade Commission has accomplished so little and cost such an extravagant sum of the taxpayers' good money, rumors are floating about Washington to the effect that the Commission will soon be abolished. This bureaucratic aggregation of weasel-faced meddlers has accomplished nothing worth mentioning. Inasmuch as everybody is busy denouncing the ridiculous recommendations of this organization, it is a wonder it was not long since abolished, together with a number of other useless boards and commissions at Washington.

THE efforts of the Wheat Council of the United States toward wheat acreage adjustment and diversification of crops should meet the hearty co-operation of grain dealers as being the same way out of the farmer's financial embarrassment.

HEAVY WIRE screens over all elevator windows will help not only to keep out pigeons and sparrows, but will also keep out locomotive sparks and protect the glass from stones thrown by venturesome boys. Don't take a chance. Protect your property and thereby help to reduce your own losses.

MERCHANTS seldom come together in numbers that they do not protest vigorously against the continuation of the exorbitant freight rates which add so largely to the cost of getting all kinds of commodities to the consumer. However, much reduction can not be made in freight rates on any commodity until the cost of railway labor and equipment is materially reduced.

ONE of the Iowa senators, recently elected, last week trotted out the worn-out argument that the federal reserve board by raising interest rates had deflated the farmer in 1920, and is using this to attack the then sec'y of agriculture for failure to control the reserve board. This indicates that the farm agitators are running out of material and are beginning to fight among themselves, leading to the disintegration of the farm bloc.

GRAY SILVER indulges in a lot of extravagant talking for the unposted and the daily newspapers grab at it. Neither seem to have much regard for the truth. Recently he was credited by many papers with saying that, "We have in this country nearly a billion bushels of wheat. The wheat market broke from \$1.40 per bushel just prior to harvest to 80 cents a bushel." He knows better, so do the newspapers, but the false statement seems to answer their purpose in that it causes more of a stir than the truth with the producers.

ELECTRIC motive power for grain elevators has not advanced in cost as much as other sources of energy. The public service companies are getting more power than ever out of a pound of coal and are giving their customers the benefit by maintaining a low rate for current in the face of high labor costs. In a wide expanse of territory in Northern Illinois a reduction was made the past month in the charge for electric current, which must be gratifying to the operators of elevators on the circuits of this large corporation.

MICHIGAN grain elevator operators have profited so largely by the suggestions of fire insurance inspectors specializing in this kind of property, that they have come to welcome the inspectors and at the recent meeting of the State Association, one elevator operator actually asked for more rigid inspections and requirements. There is a man who is dead in earnest about reducing the fire hazards of his plant and reducing the probabilities of his business being suspended by fire. If all elevator owners were as eager to get practical suggestions from the inspectors, the number of fires occurring every year would be greatly reduced.

SHIPPERS who nail fast grain doors with spikes should enjoy the unloaders cartoon published elsewhere in this number. The pressure of the grain has been found sufficient to hold the doors tight against the door posts of the car, so all that is necessary is to anchor doors so they will not move endwise. Using spikes serves to delay the unloading of the car and to damage the door posts so as to increase the probability of cars leaking when next loaded with grain. If the shippers would desist from using spikes, they would facilitate and expedite the unloading of their own grain and flood the receiving track sheds with sunshine.

SO MANY country elevators are being sacrificed at receiver's auction sales that some of the stockholders are beginning to understand that many elevators were built at stations not in need of additional elevator service. Of course, some of the failures of farmers' elevators are traced direct to poor management by meddlesome directors who had no knowledge of the grain business or of the problems daily confronting the elevator manager. Between the agitators and the misguided law-makers, the grain markets and the grain trade have suffered from unusual expenses and uncertainties. The grain business will not attain its former stability until all the disturbing factors have been removed and elevator managers have more confidence in the future of their business.

GRAIN GROWERS always condemn speculation in grain by others, but they do not hesitate to speculate in grain on their own account and often hold their crops until the market prices have declined and they have suffered an additional loss by shrinkage and deterioration. A banker at Huron, S. D., has leased an elevator and is encouraging farmers to store their wheat with the hope that they will get more money for their grain at a later date. In the meantime he offers them money on their storage receipts at current rates. Of course, this is profitable for the bank, and it may prove a profitable speculation for the farmer, but holding back one elevator full of wheat will not effect a sufficient change in the market price to offset the expenses and cost of holding.

SHIPPERS who sell cash grain for shipment more than twenty days hence, are, according to a new rule of the internal revenue department, subject to a tax of 2c on every hundred dollars of value. Of course it will cost them more than 2c to keep track of such transactions, and probably cost the government an additional 2c to check it up, so in the end, the only one profiting by the tax will be the clerks employed by the government to do the checking. The Michigan Ass'n protested most vigorously against this new tax this week, and doubtless other grain shippers will do likewise whenever they get together in sufficient numbers to make their voice heard at Washington. The grain trade is already greatly handicapped by a superabundance of needless taxes, regulations and interferences, all of which burdens business out of all proportion to the revenue derived by Uncle Sam.

TWO well-known grain dealers, in Ohio and in Minnesota, have recently joined the farm bureau and the wheat growers in the marketing business. Two others, one in Indiana and the other in Missouri, have quit them, in line with the general experience that these connections are not permanent. The regular dealer who took charge of the Indiana elevator pulled it out of debt and piled up a profit and then was discharged. His successor ran the business into the ground and the property is now offered by the receiver. The farm bureau will not succeed until it learns that a good manager should have a free hand and is worth all he costs.

PROMPT forwarding of shipping papers to the interested parties will make friends for the shipper and avoid delay in unloading and unpleasantness that sometimes develops into an arbitration or a lawsuit. The arbitration committee of the Grain Dealers' National Ass'n recently had before it a case where a car arrived at Fort Worth four days before the arrival of the B/L, and as the buyers were watching the new arrivals only they failed to learn that the car was already in the yards until the railroad company wired sellers that the car was unclaimed. To make matters worse this car of mixed corn was sample grade, heating, on arrival, with no one in a position to give orders for the immediate disposition that the condition of the corn demanded. Mail shipping notice and deposit B/L immediately the car is sealed.

SO MANY CHANGES have been made in firms operating country grain elevators during the last two years, the average mailing list resembles a graveyard directory, and surprising as it may seem, many of the old-time dealers who operated grain elevators six to fifteen years ago are coming back again. They seem to be convinced that the agitators and fire-eaters who long profited by abusing the regular established middleman and his efficient service, have had their day and worn out their welcome. The grain growers have paid an enormous price for the privilege of helping the selfish organizer, with the result that they have more elevators at many stations than ever will be needed. If you want your mail to help place you in communication with established dealers in business today, see that it is properly addressed.

THE HOLD the grain importers of Europe have on their trade thru extending credit to buyers finds its parallel in the American Northwest where some receiving firms hold their trade by extending credit to the sellers at country elevators. Such control is a relic of the dark ages. It profits the merchant more to get his credit at the bank at a known price than to pay for it indirectly, as he will benefit by competition if he is selling or by paying cash if he is buying. It is because of the lack of enterprise on the part of American banks and the lack of credit information on the part of American exporters that they control only 36 per cent of the export wheat trade, as stated in the government report on the export grain trade published elsewhere in this number. It is hoped that when conditions abroad become more settled the American bankers will become less timid.

THE DECISION of the Supreme Court of Missouri recently putting 19 lumber companies of St. Louis out of business for raising prices is in line with the federal court decision against the linseed oil manufacturers, in that the court will look beyond the declared purpose of the organization to ascertain whether the effect reasonably to be expected from the enforcement of the rules will be a stifling of competition between the members. Judge Carpenter in the lower court had found the oil manufacturers not guilty; but under the decision of the supreme court material men will be forced to abandon their price making activities, including the circulation of open price bulletins. Such distribution to members only of the prices made by each member is a violation of law and in no way is comparable to the dissemination of the quotations made on a grain exchange in an open market by competitive bidding.

Validity of 5-Year Selling Contract.

The courts of Texas and Kansas having given opposite decisions on the validity of the 5-year marketing contracts of the farm bureau the query by a Michigan reader of the Journal in "Asked-Answered," this number, is one that is certain to be asked by thousands of grain producers after an experience of a year or more has proved that the pooling scheme is a losing proposition.

After the pool and the non-pool farmers, of whom there are many in every community, have an opportunity to compare the prices realized for their respective crops the pool will disintegrate. Already a comparison of results has been made by the secretary of the Kansas Farmers Grain Dealers' Ass'n, who on Aug. 10 compiled the data from a questionnaire sent to 75 independent and 600 co-operative companies in that state, which showed that the non-pool farmers got 96.37c and the poolers 86.9c per bushel for their 1922 crop of wheat.

Just what relief can be given to the thousands of wheat growers who will desire a release from their unfortunate contract is problematical.

The Texas decision will aid those farmers who are in a position to make similar allegations that they were led into contract by false representations.

The courts everywhere, even in Kansas, will protect those who are foolish enough to be persuaded into signing a contract under which the other party is not bound to give anything of value.

The Kansas decision upholding the pooling contract went against the defendant because he did not claim or prove he has been misled into signing the contract. The court found that his principal objection to delivery of his wheat on the contract was that he did not know what the price was to be. Obviously this is not a sufficient reason for refusing to abide by the contract, since this uncertainty must have been known to the farmer when he first went into the pool.

Grain dealers are safe in advising their farmer friends that the contract in itself is not invalid; but that they can easily avoid performance if they were misled into signing.

Wheat Grower Must Help Himself.

The producers and consumers of the United States are carrying a heavy burden in the way of taxation and extravagance, both public and private. Left to the free play of economic forces all the burden of maintaining the government falls upon the producer, who also is asked to carry the burden of exorbitant wages paid to workers in the factories, mines and in the building industry. Many farmers who have studied the situation have become convinced that their plight is due to the superior organization maintained by the miners, building trades employes and the city workers generally, whereby they maintain a monopoly of labor and prevent the readjustment of their wages downward to correspond to the pay of the farmer. The free play of economic factors that would have benefited the wheat grower has been suspended by force.

Organization is the weapon that the agitators would like to try. On a small scale and in limited territory organization has been successful temporarily in getting higher prices for the farmer's crops. The temporary success attained in selling the raisins of California, tobacco of Kentucky, sunflower seed of Missouri and grass seed of Kentucky is not a precedent to what would happen to a pool of all the wheat growers in the United States, for the reason that wheat is grown under too many varying conditions, so that a fair profit for one farmer would be a losing price for another. Wheat can be grown for 50 cents per bushel on the dry land farms of Western Nebraska in a favorable season, while in the most of the eastern states where the farmer puts something back to maintain the fertility of his soil, it can not be produced for less than \$1.25. This difference is practically unadjustable under any scheme of national organization.

International trade in wheat prevents a general price advance, and some agitators suggest that the federal government buy all the domestic wheat at a price high enough to reward the farmers, and dump the surplus in foreign countries at the international price, however much lower that may be. This was done in the beet sugar industry by the German government before the war. The German government accomplished this by paying a bounty on sugar exported. The German people are more docile than Americans and submitted to paying a higher price for their own sugar while taxing themselves to give away sugar to foreigners. Such a scheme is politically impossible in the United States.

Unable, therefore, to create a monopoly the farmer must bow to economic force, and its dictum is that he must cut down his cost of production to the point where there is a profit in growing wheat. Since economic force is stronger even than the government, the farmer who is wise will adjust his affairs to meet this condition, by growing more profitable cereals, even abandoning wheat and diversifying his crops. Unless he does so he will be sold out as a bankrupt and his successor will go on the land and enjoy all the improvements thereon at a fraction of their first cost.

As one of the steps toward reduced cost of production the farmers of the United States must abandon the theory that farming can

be done with hired labor. Machinery is too costly and farm animals are too valuable to be trusted to hired help. Even absentee landlordism will become unprofitable to the absentee under a system that rack-rents and robs the soil of its fertility. The proud boast of American agricultural writers that the production per man is greatest in the United States will have to be abandoned in favor of the European slogan of "the most bushels per acre," as the result of smaller farms and more intensive cultivation that inevitably follows increasing density of population.

The Floating Transfer Elevator "Philadelphia."

Tramp steamers and ships specially chartered to load full cargoes of grain at Atlantic ports find it convenient to go under the spouts of the large terminal elevators, in the way most of the grain is loaded on the Great Lakes. Where only part cargoes of grain are to be taken on it is more convenient to have the grain put aboard while the steamer is lying at its regular dock, if a liner while taking on miscellaneous freight or passengers. As no time is devoted by the steamer to loading grain when the barge comes to the steamer instead of the steamer going to an elevator the ocean steamers can afford to take aboard comparatively small lots at a rate of freight attractive to the grain exporter, the scope of whose operations thereby is considerably enlarged.

At Philadelphia so many steamers are leaving regularly with part cargoes of miscellaneous merchandise for all parts of the globe that the loading of grain from barges alongside has developed until additional facilities became necessary, so the Pennsylvania Railroad Co., appreciating the needs of the port, has constructed a second floating transfer elevator, shown in the engraving on the front cover of this number of the Journal, and known as the "Philadelphia."

The ocean commerce of the port has been making rapid strides as the result of the co-operation of the railroad companies in providing up-to-date equipment for the handling of both import and export freight, and the new floating elevator in addition to the one already in service and that maintained by the Reading Railroad Co., amply provide for the needs of the regular line steamers.

On the vessel's hull is erected a 5-story tower to house the machinery, doors on one side, shown opening to set out the marine leg which dips down into the barges.

A steam engine with cylinder 19x22 ins. of 196-h.p. furnishes the power to drive the elevator legs, the transmission being by 1¼-inch rope from a cast iron pulley with 10 grooves, forming the flywheel of the engine, to three sheaves, one of 6 grooves driving the marine leg, one of 4 grooves driving the lofter leg and one with 3 grooves driving the screenings leg. The lofter leg and the screenings leg are driven by bevel gears on the head pulley shafts meshing with pinions on the sheave shafts. A pinion on the rope shaft drives a gear operating a ¾-inch rope drive of six strands running to the head of the marine leg, which is raised and lowered by a ¾-inch rope.

The two power shovels in the hold are pulled by two ¾-inch manila ropes rove thru swivel blocks on the boot of the marine leg, both ropes being hauled by the same ¾-inch wire rope running to a drum in the tower on the same shaft with a drum winding the ¾-inch rope raising the marine leg, both drums controlled by friction clutches.

The marine leg with its 14x8x8 Buffalo buckets elevates 18,000 bus. per hour to a height of 46 ft., discharging at the head into a hinged and telescoping spout leading to the 400-bu. receiving hopper. Under this garner is the 250-bu. hopper of the scale, the bottom

being hopped toward the boot of the lofter leg.

The lofter leg has 15x8x8 Buffalo buckets and can elevate 23,000 bus. per hour to the top of the tower, the discharge at the head being into a hopper over two spouts, or into an overflow spout extending to the scale discharge hopper.

A screenings leg is parallel with the lofter leg and has a capacity of 23,000 bus. per hour, with cups 15x8x8, feeding into a chamber with screens, the suction being created by a large fan in the hull of the boat on the opposite side from the steam engine. The suction from the air duct of this fan extends to receiving hopper and the scale hopper. At the head of the screenings leg is a distributing spout and a screenings hopper below, formed of screens and baffle plates.

The boat and elevator was built by Pusey & Jones and the grain handling machinery was furnished by the Webster Mfg. Co.

Included in the new equipment are three steel barges, each with a capacity of 40,000 bus. of grain, larger than any others formerly in use at the port, making it possible to load steamers with greater facility and speed than heretofore. The boat is equipped with a powerful searchlight to permit operation at night.

Obvious Remedy for Farmer.

Material relief from the present economic condition of the American farmer can be found in a reduction of operating costs on the farm, President John J. Stream of the Chicago Board of Trade declared in a statement recently.

The statement was in reply to requests by farmer representatives that the Board state "the cause of price depression in most farm products, the remedy, and the probable length of present conditions."

"Price depression in most products," said Mr. Stream, "is due to increased production of cereals and food the world over and to the industrial slump in Europe which has lowered the European consumer's buying power."

"There is little reason to believe that any change will come before the surplus supply is relieved. But an obvious remedy for the American farmer is to reduce his operating costs. This, everyone agrees, can be done. And if the farmers' friends had devoted their efforts along such practical lines they would have brought immeasurable relief instead of making a bad situation infinitely worse."

"Many reasons have been advanced for low prices. Everywhere it is now admitted that legislative tinkering with economic laws has been a big factor in depressing the farmer's grain market. Low wheat prices are due primarily to world conditions. But in a large measure price depression may be charged to the hysterical efforts of farm politicians who have constantly advertised to the world that the American farmer is burdened with a large wheat surplus for which there is no apparent market."

"Untold harm was inflicted upon farmers by the Chicago wheat conference last June, attended by political and farm leaders. It completely destroyed the confidence of the miller, the speculator and the foreign wheat buyer in the prevailing price of wheat. Consequently they withheld their customary purchases."

"Now, before the farmer can regain his balance he is confronted with more ill-advised schemes, such as government price-fixing, government purchases of wheat on farms, and other proposals violating every economic law."

"Let the farm politicians tell the farmer how to reduce his operating cost and how to bring down the prices of the things the farmer must buy. Then they will be serving a purpose instead of constantly upsetting the markets and disturbing business of the entire nation."

THE SOVIET government of Russia is negotiating for the renovation and leasing of the Windau warehouses, so that Russian grain can be handled thru them for export via Latvia.

Asked— Answered

(Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.)

Legality of Co-operative Contract?

Grain Dealers Journal: Has there been a test made of the legality of co-operative elevator crop contracts which provide a penalty to be paid to the elevator when the signor trades elsewhere? The time is here when we wish to support opposition to such a contract.—R. T. French & Sons, Middleville, Mich.

Ans.: Suits on these contracts have been brot in Kansas and Texas, and while these contracts have been sustained in some of the lower courts of Kansas they have not reached a court of last resort in that state and therefore these decisions in favor of the legality of the contracts are not conclusive.

All these pooling contracts are void under the decision of the Court of Civil Appeals of Texas, Mar. 17, 1923, published in full in the Grain Dealers Journal May 10, page 597-598. The same argument will apply to these contracts in other states, which is that they are void for lack of mutuality; that is, the farm bureau, or co-operative concern does not agree to or guaranty anything valuable to the other party to bind the bargain. In the suit in which the farm bureau lost in Texas the bureau had the "valuable?" assistance as counsel of Aaron Sapiro himself, the lawyer who had much to do with formulating these contracts, yet the contracts were declared void.

Projects for government purchase of wheat seem to us a product of hysteria. They mean that the wheat grower shall be secured against loss by the rest of the nation. If wheat is bought by the government at a higher price than it can be sold, the taxpayers of the country will have to make up the difference. One of the results of that would be interesting even to farmers. We mean that the diversified farmer, the dairy farmer, the stock farmer, would be taxed to pay the farmer who elects to raise wheat only. That is a form of government aid that will not appeal even to farmers.—*Chicago Tribune.*

DODGE CITY, KAN.—An organization was formed here by 3,000 business men to provide funds whereby 500,000 bus. of seed wheat will be supplied to 16 counties in Kansas where but 16 per cent of a crop was raised this year. Five counties did not produce one bushel of the grain. Those that contribute at this time will receive two bushels of wheat next August for every bushel contributed now. Clyde Washburn, Elkhart, is chairman, and C. C. Isely, Dodge City, is sec'y. The finance com'te elected is composed of J. C. Mohler, state sec'y of agriculture; C. V. Topping, sec'y Southwestern Millers' League; H. M. Bainter, Southwestern Wheat Improvement Ass'n; E. J. Smiley, sec'y Kansas Grain Dealers' Ass'n, and Fred Bowman, representing Kansas bankers.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 1, 2 and 3. Grain Dealers National Ass'n, at Des Moines, Iowa.

Kansas Court Upholds Pooling Agreement.

The Supreme Court of Kansas on June 9, 1923, gave a decision in favor of the Kansas Wheat Growers' Ass'n in its suit to force a member, Frank Schulte, to deliver his wheat on a marketing contract.

The Ass'n asked the court for an injunction restraining Schulte from delivering wheat to any one other than plaintiff, and for a judgment of 25 cents per bushel for wheat already sold in violation of the agreement. The district court of Sedgwick County denied this on the ground that to grant an injunction as provided in section 16 of the law would be a wrongful invasion of judicial power by a legislative enactment.

The Supreme Court said: It will be observed that under the wording of the statute in question the court is not peremptorily required to grant the temporary injunction, but the statute states the showing to be made and the conditions to be performed by the ass'n which shall entitle it to a temporary restraining order and preliminary injunction against the member. The statute is really an enabling act, authorizing the formation of ass'ns to carry out the purposes expressed in section 1 of the act. The language of the statute should be liberally construed for the purpose of promoting its object. Its provisions should not receive a strained and technical interpretation for the purpose of defeating its manifest purposes. Properly construed, section 16 is not void, as being an improper legislative restriction upon the judicial discretion of courts of equity. When a reasonable showing has been made, the ass'n is entitled to a temporary injunction upon giving a proper bond.

This ass'n was organized for the sole purpose of marketing the wheat raised by its members, and performing such functions as are incidental thereto. From the very nature of things it must have the wheat or it cannot exist. It has no power to buy wheat; hence it cannot go into the open market and purchase wheat to fill its contracts of sale, if the members fail to deliver, and thus sustain its

existence or recoup its loss. Even the payment of damages of 25 cents per bushel stipulated to be paid by a member for each bushel he produces and sells elsewhere would not sustain the ass'n and enable it to do the business for which it is incorporated. Hence, as a practical matter, it is of little consequence that the member is solvent and able to respond in damages. If the ass'n received damages from all, or a substantial portion, of its members, it would cease as a going concern, or be so seriously handicapped as to destroy its usefulness. Wheat is the only commodity the association can use as a going concern. All it can do with money is to pay its expenses and disburse the balance among its members. It necessarily follows that there is no adequate remedy at law. The only adequate remedy is injunction, preventing the member from selling to others, and thus forcing the delivery of the wheat to the ass'n.

The reason defendant did not deliver the wheat, as made clear from the evidence is that he had concluded not to deliver it unless he knew what price he was to receive for it. He was not entitled to refuse for that reason.—216 Pac. 311.

Another "Contract Market."

The Chamber of Commerce at Baltimore, Md., received formal notice on August 17, from the Secretary of Agriculture, to the effect that Baltimore has been designated a "contract market." It will be governed by provisions under the Grain Futures Act.

THE CHAMBER of Commerce of the United States has created a "Bureau of Agriculture" to function as a part of the chamber's natural resources production department. William Harper Dean, formerly with the Department of Agriculture, will manage the bureau. The announcement states that "the new bureau has been set up by the national chamber to function upon agricultural problems as agriculture's lines of interest cross or touch those of business in general."

The Careful Driver from Wide Roads Township



Wrecks Driveway of Hi Overbidder.

DES MOINES
ALL YOUR FRIENDS WILL BE AT
DES MOINES

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

High Freight Rates Stifle Commerce.

Grain Dealers Journal: The excessive freight rates in vogue at the present time have certainly played havoc with the local dealer in this part of the state. At the present time the farmers are not hauling their crops to market, but are distributing their surplus to their farmer neighbors.

In the case of oats, the farmer has found that if ground with some corn or wheat, he then has a good feed and consequently the oats and feeds that were formerly handled by the local dealer are a discontinued line. The dealer has the right to feel good if he gets the opportunity to grind the oats for the farmer and sell the additional wheat or corn necessary to make the feed. One farmer in this vicinity recently sold all the seed he had, parceling some here and some there.

Hay, likewise, is being parceled off among the farmers. What one raises in excess is absorbed by the others, who, in turn, have an over-abundance of various other commodities. And so it is that the local problem of marketing is, in a way, tho very unsatisfactory to the local dealer, "seeking its level."

But what is the local dealer to do when all that can be offered the farmer for hay is about ten or eleven dollars a ton, and just because the freight rates are cutting the throats of their clientele who have worked for so many years to put the railroads where they are today? The only consolation is that the railroads are doing themselves just as much harm.—W. A. Daily, Saginaw, Mich.

Hearing on Rental of Elevator Site.

On complaint by A. L. Scott, pres. of the Pittsburg Elevator Co., Pittsburg, Kan., the Kansas Public Utilities Commission gave a hearing at Pittsburg, Kan., recently to the defendant, Frisco Railroad Co., which has raised the rental of the site occupied by the elevator from \$10 to \$104 per year.

The railroad company denied that the commission had any jurisdiction and declares that the Kansas leasing law of 1923 is unconstitutional. The company alleges its increase in the rental was made in accordance with the valuation by the Interstate Commerce Commission.

Mr. Scott filed a very able reply calling attention to the fact that the raise followed his refusal to sign an operating contract over his property directly adjoining, which contract unreasonably exempted the railroad company from all liability, even its own negligence.

The Ridiculous Recommendations of the Federal Trade Commission.

By John J. Stream, President Chicago Board of Trade.

The Federal Trade Commission has just made public a report which proposes new restrictions for the grain exchanges. Many of the recommendations are obviously unsound and contain inconsistencies which are apparent to any man intimately associated with the grain trade.

For three years the grain exchanges have been the storm center of the radical agrarian wave. The fires of discontent have been fed by ambitious politicians and self-appointed farmer leaders. Their whole campaign of propaganda has been based on constant repetition of this one thought: That the great price deflation in grain beginning in July, 1920, was due to speculation and manipulation.

Speculation and Manipulation Not to Blame: What does the Federal Trade Commission find after months of investigation? To quote from its report, "the extensive decline in prices of the contract grade of wheat at Chicago from an average of about \$2.85 a bushel on July 17, 1920, to a fraction over \$1 per bushel on September 14, 1922, was due mainly to other factors, including supply and demand, rather than to speculation or manipulation."

In that single sentence the Commission shatters one of the most unfair, destructive charges ever placed against an industry. It was upon this charge that restrictive legislation was enacted. It was upon this charge that farmers were encouraged to give moral and financial support to theoretical marketing schemes and to political movements for seating in Congress radicals who constitute a menace to the whole economic structure of the nation. Today, farmers realize that the tinkering with economic laws has proved disastrous; that the golden promises of prosperity through legislative panaceas have cost them millions of dollars through the partial crippling of their marketing system.

Instead of taking cognizance of this situation and lightening the restrictions, the federal trade commission would add new shackles to the grain marketing machinery of the nation.

Open Trades: One recommendation is for the publication of the volume of open trade in each grain, which would not benefit the public, but which would simply place American producers at a disadvantage in the world market. If foreign countries saw that American buyers were "long" in the market it stands to reason they would not buy, but would await the inevitable selling wave for lower prices. The plan would be feasible only if America had four walls and was disinterested in the rest of the world.

Additional Storage Not Needed: The commission recommends that railroads be encouraged to supply storage elevator space at markets. As a matter of fact, the railroads and farmers have not availed themselves of the public storage room in Chicago in recent years. Public storage has been a distinctly unprofitable business, a business that has been conducted at a loss. Storage space has been continued by private capital largely as a means

of protection on hedges, with the assurance of a place to deliver grain if such delivery became necessary.

Car Delivery Rule: Under another recommendation of the commission the car delivery rule would be applied not by the exchange officers, but by outsiders. The inconsistency of this recommendation is obvious. If the men in the grain business themselves cannot apply the rule to the satisfaction of the commission, what do they expect may be accomplished by placing the authority in the hands of strangers unfamiliar with the technic of the grain business. In applying the rule greatest care is always taken to insure fairness. Under the exchange by-laws only disinterested parties are permitted a voice in the application of the rule, and this also holds true of the settlement rule for defaulted future contracts.

The recommendations are a decided interference with the rights of trade associations to interpret and enforce rules and regulations voluntarily adopted by their members. They are not at all in harmony with the attitude taken by the department of commerce in the matter of encouraging trade associations in the service which they render the public through the minimizing of expenses and the standardizing of products.

To the grain trade the commission's report is a disappointing document. For after completely vindicating the exchange of the vicious charges of price depression by speculation and manipulation, the commission inconsistently submits a series of absurd, impossible proposals for the consideration of the next Congress.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to *Grain Dealers Journal*, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. P. 88080 passed thru Oakville, Ia., Aug. 25 at 11:30 a. m. leaking corn at door post. Writer repaired while train was switching.—C. A. Johnson, Oakville Grain Co.

N. P. 25587 passed thru Detroit, Minn., Aug. 24, leaking wheat very badly at door post. No chance to report to the crew.—S. B. Coyle, mgr., Detroit Elevator Co.

M. P. 16009 passed thru Fidelity, Ill., on C. P. & St. L. train No. 21, Aug. 23, leaking at K bolt.—W. K. Dodge, mgr., Fidelity Co-op. Grain Co.

C. R. I. & P. 40436 passed thru Superior, Ia., Aug. 18, leaking oats at door post. Was not noticed till freight pulled out so could not repair.—R. L. Friend, mgr., Superior Farmers Elevator Co.

C. B. & Q. 119676 passed thru Roseville, Ill., Aug. 10, north bound and leaking wheat at the door post. We could do nothing to stop it.—Isaac C. Pratt.

Car Wheat 18603 loaded somewhere in Illinois was dropped at Milford Center, O., July 27, with a hot box and car leaking.—H. P. Clouse, sec'y-treas., the Ohio Grain Co.

C. B. & Q. 99233 was set off at Edwards, Ill., July 21, leaking corn badly. It was billed from Roseville to Peoria. The sill along the side at the bottom had broken and let the side spread out. It was nailed up and taken on July 24.—G. D. Marshall, mgr., Farmers Co-op. Elevator Co.

I. C. 140492 passed thru Bellflower, Ill., July 21, leaking wheat at door. Train was in motion so had no chance to repair or report to crew.—Clarence W. Johnson.

A. T. & S. F. 23966 passed thru Danville, Kan., July 12, leaking wheat at end of car over drawbar.—Smith-McLinden Grain Co., Wichita, Kan.

IF a man were to deal with the business world for a day and have no further occasion to converse with his patrons, never more need their good opinion or good word, it were then no great matter if he ventured his reputation at one throw; but if he expects to continue business, integrity is the only garment that will hold out to the end.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Dothan, Ala., Aug. 16.—All our crops are poor this season. We have no corn planted. All feed will have to be shipped in.—J. J. Daring.

CANADA.

Edmonton, Alta., Aug. 11.—The crop in this section, including northern and central Alberta, is the best that has been known. With favorable weather until harvest about Aug. 20 or 25, wheat will make from 25 to 40 bus. per acre and oats from 75 to 90 bus. per acre.—Ray S. Drake, James Richardson & Sons, Ltd.

IDAHO.

Paul, Ida., Aug. 8.—Threshing has not yet begun, but indications are that wheat will be of good quality. Believe clover seed crop a little below average.—M. E. Watson, Watson Mill & Elevator Co.

ILLINOIS.

Pearl, Ill., Aug. 14.—We have the best crops in years.—W. R. Donohoo.

Springfield, Ill., Aug. 22.—Showers during the week were mostly light in northern counties, moderate in the central and heavy in parts of southern area. Temperature was moderate. Corn made excellent progress and there are fine prospects for a big crop. A little more was blown down during the week, but much of that blown down in previous storms is raising. Rains delayed threshing. Some wheat and considerable oats yet to be threshed. Wheat is sprouting in the shock and oats are discolored. Stubble plowing is under way. New wheat acreage will be somewhat reduced.—Clarence J. Root, meteorologist.

Springfield, Ill., Aug. 15.—Corn has greatly benefited by general rains over the state the past two weeks, but threshing has been delayed and the quality of grain still in shock lowered somewhat. Wind has blown some corn down in scattered localities over the central area. A good corn crop is in prospect and favorable weather has resulted in good progress. It is filling nicely. Stands have been considerably evened up in the south where much replanting was done. Unfavorable weather for the second brood of chinch bugs offsets any damage to be expected from this source. State winter wheat yield is 18 bus. per acre and 60% of threshing is completed. Quality of grain threshed earlier is good. Recent storms caused slight deterioration to unthreshed grain. Rye yields are running about 15 bus. or below average. Oats are 40% threshed, with quality reported good. Recent rains discolored oats in shock but they will weigh out about average. Barley yield outlook about average with 55% threshing completed.—A. J. Surratt, agricultural statistician.

INDIANA.

Buffalo, N. Y., Aug. 22.—Continuous rains in Indiana have greatly damaged the grain in shock. The corn crop is the best ever and is accurately estimated at 104%.—Mark Steele, Townsend-Ward Co.

Chatterton (Pine Village p. o.), Ind., Aug. 9.—We have a good yield of wheat. It is about one-half threshed. Big yield of corn is promised. Oats threshing has just begun, with about two-thirds yield of poor quality.—Davis Grain Co.

Indianapolis, Ind., Aug. 17.—Temperature for the past two weeks was a little above normal. Showers were quite general, interfering with the threshing of small grains. Corn continues to make favorable progress under ideal weather conditions in most places. Wind storms have been quite severe in some localities and some fields are down badly. Wheat, rye, oats and barley threshing has been materially interfered with in the northern part of the state by continuous rains and much of it is getting mouldy or sprouting in the shock and will be unfit for anything if conditions do not soon improve. Young clover is looking fine.—Geo. C. Bryant, agricultural statistician.

KANSAS.

Bushton, Kan., Aug. 9.—Wheat is turning out very disappointing. Corn outlook is fair.—Bushton Grain & Supply Co.

Salina, Kan., Aug. 11.—There will be quite a yield of wheat in the northwest part of Kansas, but it is of light test and will be unfit for milling. The corn crop looks like a world-beater and with the recent rains in that part of the state it looks like it is made.—W. S. Nicholson Grain Co., Kansas City, Mo.

Galva, Kan., Aug. 21.—During the middle of July we had excellent prospects for a good crop, as we enjoyed plenty of rain; but since we have had no rainfall and all corn is being cut for fodder and silos being filled. Plowing is hard—about the same as trying to plow in a stone quarry. No rain and no sign of any.—O. Ivar Norden, Farmers Grain & Supply Co.

Topeka, Kan., Aug. 24.—Farmers believe that the 6,002,000 acres of corn will produce 125,808,500 bus., or an average of 20.9 bus. per acre. If indications are realized, this will be the second largest crop in 8 years, 1920 exceeding it by 7,000,000 bus. Based on threshing reports and official acreage returns, the preliminary estimate of this year's winter wheat yield is 73,616,681 bus. from 7,817,359 acres harvested. This is a decrease from July indications of 16,333,000 bus. Last year's crop was 116,744,459 bus. and the five-year average is 125,046,000 bus. Diminished yields are attributable to late spring freezes, excessive wet weather, damage by hessian fly and high water just preceding harvest, together with severe hail storms thru central and western counties. Wheat threshing was approximately 69% finished Aug. 16, compared with 60% the corresponding time in 1922. Fall plowing is not progressing as fast as usual. Very few counties report more than 60% completed. Dry weather has hindered preparation of the ground in south and southeastern portions.—J. C. Mohler, sec'y, State Board of Agriculture.

MICHIGAN.

Saginaw, Mich., Aug. 21.—The storm of last week laid everything flat.—E. J. Eshenbaugh.

Bad Axe, Mich., Aug. 21.—The general rain was needed and did much good.—A. R. Thomas.

Chesaning, Mich., Aug. 21.—The recent rain did a lot of good. It was sorely needed.—C. A. Croel.

Scott, Mich., Aug. 21.—This section was not affected by the recent storm. Everything is fine.—H. R. White.

Lansing, Mich., Aug. 21.—Crops are about the same as last year in this vicinity.—L. F. Marshall, Chatterton & Son.

Deckerville, Mich., Aug. 21.—Crops are fairly good. Wheat acreage is more than former years. Oats acreage small.—C. A. Manchester.

Battle Creek, Mich., Aug. 21.—F. W. Zinn has been east for six weeks investigating the feed situation in New York, Pennsylvania and Maryland. Crops are thriving well. Prospects for wheat and rye show acreage to be smaller than last year. Corn is a bumper crop.—A. N. Sheffield, A. K. Zinn & Co.

MINNESOTA.

Le Sueur, Minn., Aug. 15.—We have a good crop of spring wheat. It is giving an average of 15 bus. per acre. Rye is yielding 20 bus. per acre, and corn will be a big crop.—Wierwille Bros.

MONTANA.

Great Falls, Mont., Aug. 17.—Wheat crop is just beginning to move.—Barkemeyer Grain & Seed Co.

NEBRASKA.

Wausa, Neb., Aug. 10.—We have a bumper crop of corn and oats, but the wheat crop is short.—L. Hanson.

Nora, Neb., Aug. 10.—Wheat is very poor. Oats is good with increased acreage. Corn promises a fair crop.—Farmers Grain Ass'n.

Nebraska City, Neb., Aug. 13.—Wheat threshing was resumed this week, but will soon be over as far as grain in shock is concerned.—L. L. Savage.

Alma, Neb., Aug. 21.—Corn promises to be a fairly good crop, but the wheat was very poor. It was hurt by black rust. Some fields were not worth cutting.—A. G. Banks, Alma Equity Exchange.

Emerson, Neb., Aug. 23.—It has been very wet here this month until the past few days. Very little grain stacked or threshed before the rains and now oats are nearly ruined in the shock.—I. A. Olmsted, agt., Crowell Lbr. & Grain Co.

OHIO.

Spencer, O., Aug. 21.—We will have but 50% of a crop of hay this season. Wheat and oats are an over acreage. Need rain badly.—M. E. Williams.

TEXAS.

Fullerville (Mission Hill p. o.), S. D., Aug. 18.—Corn was never better. Oats is excellent but wheat is poor.—H. L. West, mgr., Fullerville Grain Co.

Chicago, Ill., Aug. 16.—The panhandle of Texas had rains averaging one to one and one-half inches over the entire district. Wheat already harvested east of Amarillo. Crop average 5 to 8 bus. per acre west of Amarillo and 10 to 15 bus. on corn. Maize, kafir, corn and feterita will average 25 to 45 bus. per acre. Corn crop in west central, northern and northwestern sections needs rain to mature. Hot winds have caused damage; some damage by grasshoppers in west central portion. Barley and rye crops were unsatisfactory. Corn crop in eastern central and north central sections is made. Some late planting suffered from drought but general crop is satisfactory. In northern portion crop is satisfactory and heavy yield is expected. Corn crop in southwestern section shows average yield and is ready for harvesting. Milo maize and stock feeds growing nicely.—S. H. Johnson, v-p. C. R. I. & P. R. R.

UTAH.

Salina, Utah, Aug. 19.—Crop outlook is good. Wheat harvest just commencing.—G. Lerintzen.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.

	Aug. 11	Aug. 13	Aug. 14	Aug. 15	Aug. 16	Aug. 17	Aug. 18	Aug. 20	Aug. 21	Aug. 22	Aug. 23	Aug. 24
Chicago	99%	101%	99%	101	100%	99%	99%	100	100%	100%	100%	102%
Kansas City	96%	97½	96½	96%	98½	97%	96%	96%	97½	97%	97%	99%
St. Louis	99%	100%	99%	101%	101%	100½	99%	99%	100	100%	100%	102
Minneapolis	111½	113½	112½	113%	114½	113½	113	112½	113%	113%	113%	116½
Duluth (durum)	95%	96%	96½	96%	95%	94%	94½	93½	94	95%	95%	97%
Winnipeg (Oct.)	97%	98%	97%	99	99½	98½	98%	99%	100%	100%	100%	104%
Milwaukee	99%	101	99%	100%	100%	99%	99½	99%	100	100%	100%	102½

SEPTEMBER CORN.

Chicago	77	77½	76½	77	77½	79%	79%	82%	85½	85½	83%	83½
Kansas City	72½	73	72½	73	73½	75	75	76%	78½	79½	78%	78½
St. Louis	78½	78½	77½	78½	78½	79%	79%	82½	84%	85	83½	84½
Milwaukee	76%	77½	76½	76%	77½	79%	79½	82%	85%	85½	83%	83½

SEPTEMBER OATS.

Chicago	35%	35%	36	36%	37	37%	37½	37%	38½	39½	39½	38%
Kansas City	36	36%	36½	36%	37%	38½	38½	38%	38½	39%	39%	39
St. Louis	32	36	35%	36	36%	37½	37½	37½	38	39	38½	39
Minneapolis	32	32½	32½	32%	33½	33%	33%	34½	34½	35%	35%	36
Winnipeg (Oct.)	40%	41½	41½	41%	42%	42½	42½	42%	43%	44½	44½	45%
Milwaukee	35%	35%	36	36%	37	37%	37½	37%	38½	39%	39%	38%

SEPTEMBER RYE.

Chicago	65	65½	64%	65	65½	65%	65	64%	64%	65½	65½	66
Minneapolis	60½	60½	59%	60%	61	61½	61½	60½	60%	61½	61½	61%
Duluth	62½	62½	62½	62%	63%	63	62½	62	62%	63	63½	64
Winnipeg (Oct.)	64%	64%	64%	64%	65%	65½	64%	64%	64%	65½	65½	66
Minneapolis	55%	54½	53½	52%	53½	52½	52½	52%	51%	51½	52½	52½
Winnipeg (Oct.)	52½	52%	52½	53%	53%	53½	53½	53%	53%	54½	53%	54½

Probable Acreage of Winter Wheat and Rye.

Washington, D. C., Aug. 15.—A reduction of 15.5% or 7,177,000 acres in the acreage to be sown to winter wheat this fall is shown by 25,000 reports from farmers to the U. S. Department of Agriculture on Aug. 1.

This would make a total acreage of 39,200,000 acres, compared with 46,379,000 acres last fall, of which 14.3% were abandoned. Compared with the prewar (1909-13) average sowing of 33,741,000 acres, the intended sowing is an increase of 16.2%, and compared with the prewar annual harvested acreage of 30,236,000 acres, an increase of 29.6%. The average annual abandonment of acreage for ten years has been 9.8%, and if the average abandonment occurs on the intended sowing, it would leave about 35,360,000 acres to be harvested next summer.

The per cent of last year's acreage to be sown by leading states this fall is as follows: Pennsylvania, 98% of 1,336,000 acres; Ohio, 96% of 2,618,000 acres; Michigan, 96% of 1,014,000 acres; Indiana, 83% of 2,221,000 acres; Illinois, 80% of 3,412,000 acres; Missouri, 75% of 3,132,000 acres; Nebraska, 75% of 3,527,000 acres; Kansas, 80% of 12,284,000 acres; Texas, 82% of 1,695,000 acres; Oklahoma, 78% of 3,733,000 acres; Colorado, 90% of 1,578,000 acres; Washington, 105% of 1,456,000 acres; all other states, 92% of 8,373,000 acres. The total acreage to be sown is 84.5% of 46,379,000 acres in 1922.

Rye reports indicate a reduction of 9%. Acreage sown last fall is estimated at 5,234,000; a reduction of 9% would mean a total acreage of 4,759,000 acres this fall. The pre-war (1909-13) average acreage was 2,562,000 acres.

Regional Crop Reports.

Washington, D. C., Aug. 21.—Winter wheat harvest is about completed, with yields poor to good. In eastern states, yields generally were better than expected and quality is good. Yields were generally disappointing in the Central West and in the Southwest, due to hot, dry weather. In Pacific Northwest crop has been satisfactory. There has been considerable damage in the shock to late harvested grain in Ohio and Mississippi valley due to excessive rains. Spring wheat suffered further damage from rust. Corn was greatly benefited by recent rains and as a rule is making good progress in the southwest, where dry weather and hot winds have greatly damaged the crop. Threshing of oats was delayed in eastern and middle western states by recent rains. Crop has been damaged by excessive rains which caused some rotting in the shock.—U. S. Department of Agriculture.

Chicago, Ill., Aug. 18.—In Illinois yield of oats ranges from 30 to 35 bus. per acre. Wheat is from fair to good, average of 20 bus. per acre. Corn is good to very good, some chinch bugs in southern localities. Some sections have had heavy rains which have done some damage to corn and grain in shock; some reports of wheat beginning to sprout. Indiana oats is good, with some reports of too much moisture causing sprouting. Wheat is fair to good. Corn good to extra good. Ohio oats is an average to very good crop, with some damage by rain. Wheat is generally good, with some damage by rain while in shock. Corn is good to very good. Michigan oats ranges from poor to good. Wheat is fair to good; rye is fair to very good. Wis-

consin oats is better than farmers figured and all cut. Wheat mostly fairly good and rye is fair. Iowa oats are reported to be yielding 30 to 70 bus. per acre. Wheat is fair to good, some reports 18 to 20 bus. per acre. Corn is good to excellent, standing well, with some fields soon to ripen. Missouri wheat yields are from 10 to 28 bus. per acre. Oats is medium and corn prospects are good to very good. Kansas wheat is making from 10 to 20 bus. per acre. Corn, with the exception of southerly portions, is fair to good. Kafir corn ranges from poor to fair. Nebraska oats is fair to good, practically all in the shock, but too wet to thresh; some yields from 30 to 40 bus. per acre. Wheat fair to good, ranging from 6 to 28 bus. per acre. Corn good to very good, in some instances the best prospects for years. Minnesota oats is generally good and wheat is fair. Rye from poor to fair. Corn is generally good. South Dakota oats is good, being threshed with yields from 30 to 40 bus. per acre. Wheat yields from 10 to 16 bus. per acre with some rust complaint. Quality is not very good. Corn, altho injured by local drought, is generally fair to good. North Dakota oats range from very poor to good. Wheat is generally fair, some of it very poor. Corn good.—F. Baackes, v.-p., American Steel & Wire Co.

Pacific Northwest Growers Want Government Wheat Guaranty.

At a meeting held at Spokane, Wash., called by J. Quincy Adams, pres. of the Washington Farmers' Union, the 250 farmers present Aug. 14 adopted a resolution recommending a federal corporation with \$500,000,000 capital to buy and sell wheat at a basic price of \$1.75 at primary points for 58-lb. clean wheat, the corporation to establish a schedule of discounts and premiums, and license and regulate dealers.

Mr. Adams, in opening the meeting, attacked the farm loan banks of the federal government: "I say these banks are doing business on a shaky basis. They base their loans on the production of a farm and the price paid for farm products."

Senator Borah urged unification of farmers' plans to presentation to the Congress.

B. Brown, of the state department of agriculture: "This cry for a special session of Congress is only a political move by some people who are getting capital out of this cry among the farm classes."

Dean Johnson of the state department of agriculture said it cost in 1920 \$1.44 to produce a bushel of winter and \$1.70 to produce a bushel of spring wheat.

E. L. French of the Washington Department of Agriculture, offered a resolution, which was adopted, urging Sec'y Wallace of the U. S. Dept. of Agriculture to hold a hearing in the Pacific Northwest "to inquire into the application and fairness of the federal grades as applied to our Western wheats."

Congressman French opposed a fixed government price, but suggested that the government on June 1, 1924, buy the wheat then in warehouses. He said: "I will tell you farmers that you pay the fiddler when you ask the government to do business for you. Our experience with government operation of some lines of business has not been entirely satisfactory."

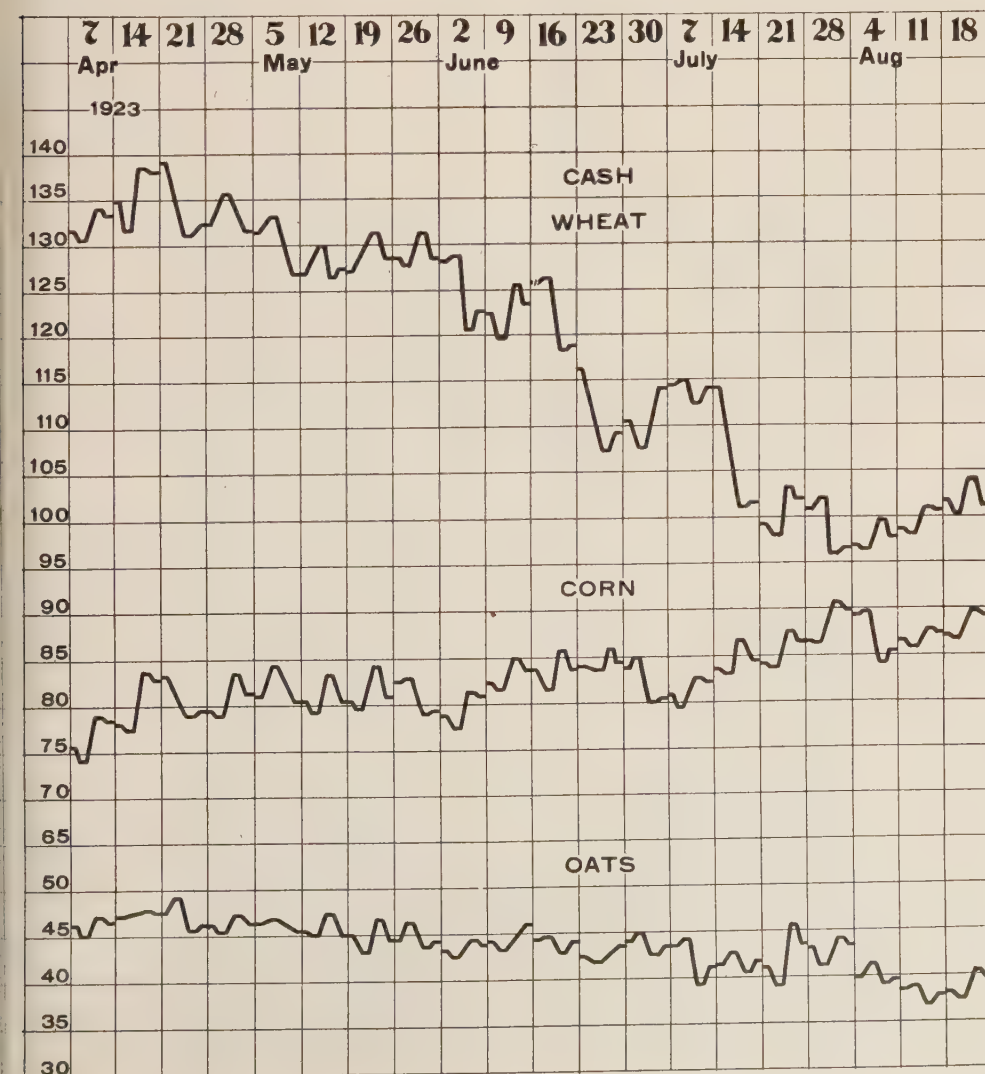
GENESEE, IDA.—We are advised that the Idaho Wheat Growers' Ass'n has ceased to function in this state. We have never known a pool of this kind to be successful.—Walter A. Thomas.

INDIA'S wheat crop was forecast at 369,266,000 bus. on Aug. 17 by the International Institute of Agriculture at Rome. This compares with an estimated crop of 401,856,000 bus. on May 31 and 366,352,000 bus. produced a year ago.

MANITOBA'S future trading tax on grain yielded a return of \$8,429.52 during the month of May. The tax is six cents per 1,000 bus. on wheat, three cents on oats, barley and rye, and 12 cents on flax. Grain companies numbering 160 contributed to the tax on the Winnipeg Grain Exchange.

Cash Wheat, Corn, and Oats Fluctuations from April 1 to Aug. 18.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Fort William, Ont., Aug. 10.—Receipts of grain at this market during July, compared with July, 1922, were as follows: Wheat, 6,032,364 bus., 5,420,203 bus.; corn, 3,997 bus., 4,265 bus.; oats, 1,967,655 bus., 2,354,487 bus.; rye, 346,688 bus., 172,075 bus.; barley, 835,114 bus., 709,531 bus.; flaxseed, 108,234 bus., 193,613 bus. Shipments of grain during July, compared with July, 1922, were as follows: wheat, 11,073,195 bus.; 14,564,286 bus.; corn, 3,997 bus., 4,265 bus.; oats, 1,737,526 bus., 1,776,660 bus.; rye, 1,183,613 bus., 191,081 bus.; barley, 1,291,014 bus., 1,007,963 bus.; flaxseed, 76,786 bus., 204,418 bus.—E. A. Ursell, statistician.

Hutsonville, Ill., Aug. 20.—The wheat business is pretty much over, all threshed, and we will do nothing in the grain business for several months, possibly not before next wheat harvest.—Hurst Bros. & McNutt.

Great Falls, Mont., Aug. 17.—Prospects are for a large crop of wheat.—Barkemeyer Grain & Seed Co.

Nebraska City, Neb., Aug. 13.—Movement of corn is pretty good.—L. L. Savage.

Fullerville (Mission Hill p. o.), S. D., Aug. 18.—Farmers are disposed to hold their grain for better prices.—H. L. West, mgr., Fullerville Grain Co.

Rust Damage Grades in Canada.

When a proportion of Canada's crop of wheat is damaged by rust it has always been the custom to put in special grades for the commercial wheats of grades 4, 5 and 6. In accordance with this practice, Chief Inspector Serls of the Western Grain Inspection Division, Winnipeg, has announced that the special grades known as No. 4 special, No. 5 special, and No. 6 special will be in effect on this year's crop.

As soon as samples of the rust damaged wheat are obtained, standards will be made, and until that time the inspection department will grade according to weight as follows: No. 4 special, 55 pounds; No. 5 special, 53 pounds, and No. 6 special, 50 pounds.

Oats Wet and Stained.

Damage to oats by rain seems not to have been so general as in the case of the wheat crop so that the percentage of oats arriving wet, soft and stained was comparatively small until Aug. 15, when Chicago began receiving some discolored oats from Iowa and Illinois.

Considerable of the wet oats are still in shock waiting to be threshed. In Iowa oats are reported to be sprouting in the shock.

Samples of the new oats showing stain and high moisture have been submitted by country shippers to C. A. King & Co., who have worked out the following rough table of discounts as to grades, test weights and moisture. On arrival at the terminal market a buyer might offer a premium on the discounted oats on account of good color.

Toledo Spot Prices Basis Shipping Point 28½¢ Domestic Rate to New York.

2 white oats 12½ to 13% moisture 29 lbs.; ½¢ premium for each 2-lb. test weight above 29 lbs....1¢ over Chicago Sept.

3 white oats 12½ to 13% moisture 28 lbs.; 1¢ discount for moisture 13½ to 14½%; ½¢ discount for each 1-lb. test weight under 28 lbs. to 26 lbs.....½¢ under Chicago Sept.

4 white oats 12½ to 13% moisture 27 lbs.; 1¢ discount for moisture 14½ to 16%; 1¢ discount for each 1-lb. test weight under 26 lbs. to 23 lbs.....2¢ under Chicago Sept.

Oats containing as much as 14½ to 15 per cent moisture heat quickly and buyers are cautioned against the risk of a long haul.

Influence of Weather on Yield of Crops.

Experiments and studies by means of graphs have shown that prospective yields of various crops can be determined by recording the sum of the rainfall, temperature and hours of sunshine in certain areas where the crop under observation is grown.

Both the graphic and the statistical method were used by J. Warren Smith in his studies described in the Monthly *Weather Review*. In a study of oats and corn in north-central Illinois careful weekly averages were kept of rainfall, temperature and hours of sunshine for single states or for groups of counties in the most important agricultural districts. Very satisfactory results were obtained on the basis of weekly values. Many charts, diagrams and mathematical calculations were made to ascertain the critical periods, the most favorable time for rain, sunshine, etc. The studies showed that oats grow best in comparatively cool damp climates.

For oats to thrive in north Ohio, Indiana, Illinois and Iowa, April should be moderately dry for sowing, and relatively warm to insure quick germination. During June, if the

weather is cooler and somewhat damper than normal, heading is encouraged and the crop ripens more regularly. Too much heat and dry weather during the setting of the grain is very injurious. A cold winter has a bad effect on the yield.

A weather index was made for the period Mar. 1 to Aug. 31 each year and an estimate of the probable crop was made from that. In a period from 1894 to 1920, the estimates proved to be but 0.82 of a bushel per acre variation from the actual correct figures after harvest. The greatest variance was made in 1911 when a 2.3 bushel difference per acre was noted after harvest had been made. In 1919, the weather forecast was for 27.7 bus. to the acre and the harvest later averaged exactly 27.7 bus. per acre.

Continuation of these studies will enable the crop student to forecast the yield of any crop by carefully recording the weather conditions for several months preceding harvest and then comparing the records with records of previous years as shown on graphs or charts.

Even tho forecasting all crops is reduced to an exact science the suckers will continue to pay real money for market forecasts that are not near right even half the time.

How Shippers Handicap the Unloading of Grain.



You wait and see, there's goin' to be some swearin' on the coast.

I'm goin' to make, for old time's sake, some "feller" sweat and roast.

I'll make him peel his underwear, and work 'till he is sore.

He'll cuss and swear and tear his hair, and scold and snarl and roar.

And why this roar? Why is he sore? I'll tell you of his plight.

I'll use these Spikes on this grain door, and Spike it fast and tight.

I'll bind the doors with inside ties, and Spike 'em so secure

That a strong man, of goodly size, will have to work for sure.

Why use these Spikes? I do not know, altho there's some will say

That driving Spikes I like it so, to me it must be play.

A. E. S.

Note to Loaders: You will help the unloaders, more than words can tell, if you will use nails of reasonable size to fasten grain doors to the door posts of cars. Also, in order further to facilitate the release of grain from cars, when you apply a reinforcement door, on the inside, over other doors to reinforce them, please place such reinforcement door parallel with the other doors, allowing such reinforcement door to lap the lower door being reinforced, not more than 6 inches. Also, please nail any such reinforcement door along its upper edge only, for if nailed top and bottom to two of the outside grain doors such nailing of a reinforcement door to two doors binds such

two doors together into one unit. And binding outside grain doors together into one unit, in this manner, makes it very difficult for the unloaders to get out the doors. On the other hand, when reinforcement doors are correctly placed and nailed, as described herein, and no spikes are used, the unloader can raise each outside 20 inch door, one by one, beginning at the top, without extraordinary effort. Spiked doors, and doors bound together by inside reinforcement doors nailed to two or more doors, make the work of the unloader very hard, and delays the unloading of the grain materially. Won't you kindly co-operate in this matter, and receive the thanks of the man who has to get the doors out to unload the grain?

Late Winter Wheat Damaged by Rains.

The heavy rains in Oklahoma and the Southwest just before the harvest of winter wheat did no damage and the wheat arriving in the terminal markets showed a remarkably good quality.

In the Northern range of the winter wheat belt, however, the August rains came after harvest had been well started and have done much damage.

Wheat that is sound otherwise has had its grading lowered by excessive moisture.

The excessive moisture has led to heating. Heavy storms driving rain into shocks standing in the fields waiting for the thresher have started wheat to sprout.

This makes an unsatisfactory condition for the wheat handler, since getting these low grades worked off is not so much a matter of mixing as it is of drying the grain quickly. Fortunately for the farmer the carriers are getting empty cars to the country stations promptly, the rapid movement of the wet wheat to terminals saving much grain.

During the month of July out of the total of 6,129 cars of winter wheat received at Chicago only 88 were graded No. 5 or sample. The first big day of receipts at Chicago, July 30, out of 1,500 cars only 9 cars were graded No. 5 or lower, or less than one per cent.

About Aug. 13 the heavy rains of Aug. 11 and 12 began to affect the arrivals. Out of 730 cars received at Chicago Aug. 13 47 were graded sample largely on account of excessive moisture, or the heating and sprouting due to the moisture. Aug. 14 out of 759 cars 62 were graded sample; and on Aug. 17 out of 364 cars 67 were graded sample, or 18 per cent.

Some of the excessive moisture tests made by James A. Noble, chief of the grain sampling and seed inspection department of the Chicago Board of Trade, on Aug. 17, are as follows: 13.70, 14, 14, 15, 15.20, 15.40, 15.70, 15.80, 16.20, 17.20, 17.40 and 17.40 per cent.

At Pontiac, Ill., Geo. Brunskill, manager of the Farmers' Elevator Co., says the heavy rains

had damaged wheat materially. Wheat being delivered to the elevator before the rains graded No. 1 and No. 2. Wheat delivered since the rain graded No. 4, No. 5 and sample. About 85 per cent of the threshing in that locality had been completed before the rains.

On Aug. 18 at Chicago while No. 2 was selling at 97 a car of wheat which was heating sold at 90 cents; and while No. 2 hard was selling at \$1.02 a car of hard wheat, hot, sold at 82 cents.

The Proper Installation of Grain Doors.

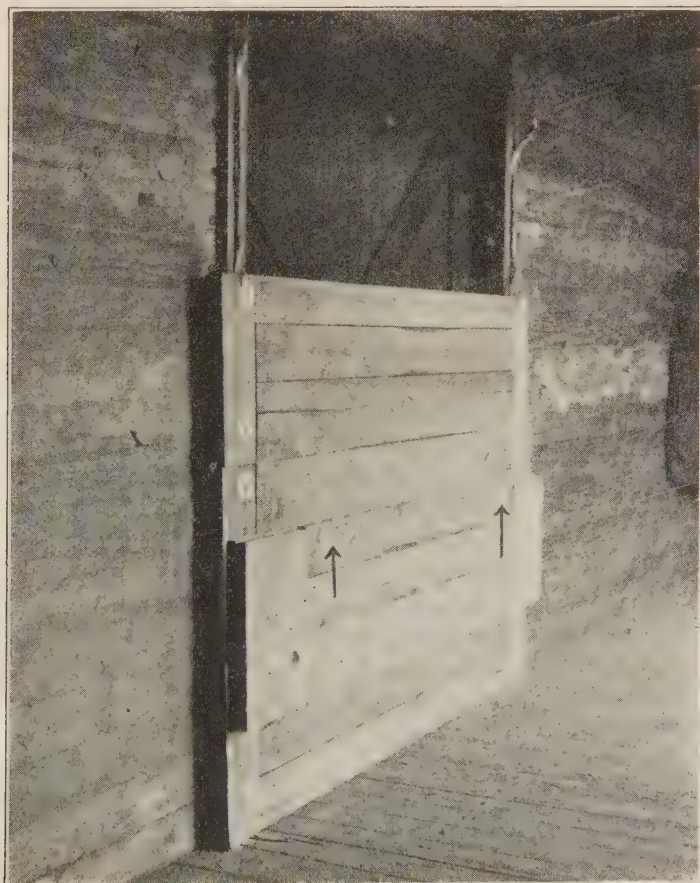
Many grain shippers always have made the cooping of cars preparatory to the loading of their grain an irksome task and no doubt some always will do so. Before placing grain doors against door posts roll up old newspapers into long ropes. Place a roll between each post and the grain door so as to prevent protruding spikes or scarred posts providing crack for grain to leak out.

The pressure of the grain will prevent grain doors from tipping inward and will also make it difficult for the door to move sidewise, so little anchorage is needed.

For fastening grain doors 10d or 12d nails are of ample length with nailing margin of double thickness of lumber. Usually two (not to exceed three) nails in each end of each 20 inch door are sufficient. Spiking grain doors to the door posts of cars results in a delay to the unloaders.

When placing a grain door over other grain doors to reinforce them, such reinforcement door should be placed parallel (horizontally) with the other doors. Nail such reinforcement door along upper edge, only, for when a reinforcement door is nailed to two or more doors, such nailing binds several doors together into one unit, thereby making it difficult for the unloader to release the grain.

Correctly applied and nailed grain doors can be removed at the unloading elevator in an orderly manner, with reasonable dispatch, and without breakage of doors.



Correct Position and Nailing of Grain Doors.

Program Des Moines Meeting of G. D. N. A.

The 27th annual convention of the Grain Dealers' National Ass'n will be held at Des Moines, Ia., Monday, Tuesday and Wednesday, Oct. 1, 2 and 3, at the Hotel Fort Des Moines. The program is as follows:

MONDAY, OCT. 1, 9:30 O'CLOCK.

Call to order by the President.

Congregational singing, led by J. R. Murrel, Jr., Cedar Rapids, Ia. Each session of the convention will be opened with a few minutes of congregational singing led by Mr. Murrel. This is merely to promote good fellowship and start each session off with animation. Patriotic and popular songs will be sung.

Invocation—Rev. R. W. Thompson, pastor First United Presbyterian Church, Des Moines.

Address of Welcome on behalf of the City of Des Moines—Hon. Carl M. Garver, Mayor.

Address of Welcome on behalf of the Des Moines Board of Trade—L. W. Ainsworth, Sec'y.

Response on behalf of the Grain Trade—E. W. Crouch, McGregor, Tex.

President's Annual Address—F. E. Watkins, Cleveland, O.

Report of the Sec'y-Treas., Charles Quinn, Toledo, O.

MONDAY, OCT. 1, 1:30 O'CLOCK.

Presentation of Booster Prizes.

"Telephone Rates and Service"—Eugene S. Wilson, New York City.

Legislation—A. E. Reynolds, chairman, Crawfordsville, Ind.

Trade Rules—C. D. Sturtevant, chairman, Omaha, Neb.

Membership—E. F. Huber, chairman, Minneapolis, Minn.

TUESDAY, OCT. 2, 9:30 O'CLOCK.

"Radicalism, a World Problem"—Hon. Joseph A. Lawson, former member of the New York State Supreme Court, New York City.

"The National Transportation Institute"—Hon. Sydney Anderson, congressman from First Minnesota District and chairman of the Joint Congressional Commission of Agricultural Inquiry.

Rejected Applications—F. G. Horner, chairman, Lawrenceville, Ill.

Transportation—Henry L. Goemann, chairman, Mansfield, O.

Telephone and Telegraph Service—Henry L. Goemann, chairman.

Uniform Grades—Bert Dow, chairman, Davenport, Ia.

TUESDAY, OCT. 2, 1:30 O'CLOCK.

Afternoon Session.

"Americanism"—Hon. Milton B. Pitt, Iowa State Senator and former speaker of the Iowa State Legislature, Crescent, Ia.

There will be a group meeting of feed dealers to discuss proposed changes in the feed rules. This meeting will be held immediately following the address of Senator Pitt.

Arbitration Appeals—Elmer Hutchinson, chairman, Arlington, Ind.

Arbitration Com'te No. 1—J. R. Murrel, Jr., chairman, Cedar Rapids, Ia.

Arbitration Com'te No. 2—F. B. Bell, chairman, Milwaukee, Wis.

Arbitration Com'te No. 3—S. L. Rice, chairman, Metamora, O.

Arbitration Com'te No. 4—E. W. Crouch, chairman, McGregor, Tex.

Arbitration Com'te No. 5—H. C. Gamage, chairman, Kansas City, Mo.

Arbitration Com'te No. 6—I. C. Sanford, chairman, Portland, Ore.

Feed Arbitration Com'te—J. H. Caldwell, chairman, St. Louis, Mo.

WEDNESDAY, OCT. 3, 9:30 O'CLOCK.

"The Railroad Problem"—S. M. Felton, president of the Chicago Great Western Railway, Chicago, Ill.

"The Fat of the Land"—Prof. Royal H. Holbrook, Iowa State College, Ames, Ia.

Feed Products Com'te—E. C. Dreyer, chairman, St. Louis, Mo. (In presenting his report to the convention Mr. Dreyer will give the results of the group meeting of grain and feed interests held the previous afternoon. At this group meeting changes in the Feed Rules governing the handling of feedingstuffs are to be proposed. If the group meeting makes any changes in the existing feed rules, Mr. Dreyer will present these changes to the general convention for adoption.)

WEDNESDAY, OCT. 3, 1:30 O'CLOCK.

Milling and Grain Joint Com'te—Frank Kell, chairman, Wichita Falls, Tex.

[Concluded on Page 255.]

An Up-to-Date Linseed Oil Plant.

A linseed oil plant complete in itself with oil mill and flaxseed storage elevator has been erected as one unit of what is intended to be the largest paint and varnish factory in the world on the Passaic River, Newark, N. J.

The elevator is equipped with a marine leg to unload ships from the Argentine Republic, Erie Canal boats from Buffalo or barges from other elevators about New York. Most of the flaxseed comes from the Argentine. From the marine leg the seed is conveyed by screw conveyor to the loftier leg, by which it is elevated to the receiving garner, dropped into the 500-bu. Fairbanks Hopper Scale, and from the scale is spouted to four large 25,000-bu. bins or any of the three 4,000-bu. bins above the Monitor Flax Separator.

By setting the corner bins, which are 19 ft. inside diameter, about 6 ft. apart and closing the wide opening between with four outer walls there is formed a large cross-shaped space within. This large space is again divided by two walls in the form of the letter X, each wall connecting the diagonally opposite corner bins. The four large interstices thus formed are again divided horizontally half way between the top and bottom, making 8 bin spaces. One of these interstice bin spaces has its lower half closed off into a triangular bin by a wall connecting two points of the X. What remains of this diminished interstice is used to house the elevator leg and the stairway, the triangular bin being used for screenings. At the half way division of the interstice bins is placed the working floor with its cleaning machinery so that 12,000 bus. of flaxseed may be cleaned without using the elevator leg.

The clean flax is elevated and stored in the bins or weighed and spouted into the mill bins, from which bins the flax is spouted to a Richardson Automatic Scale located in the oil

mill above the rolls, and from the scale the flax is spouted to six stands of rolls.

The ground flaxseed is collected from the flax rolls by screw conveyors and conveyed to the two cookers. Meal is removed from the cookers by the hydraulic cake formers, one located adjacent to each cooker, and the cakes are removed and put into the presses, of which there are sixteen. A cake trimmer is provided adjacent to the presses for trimming the oil cakes, a floor flush platform type dial trucking scale for weighing the cakes, and a hydraulic packer for packing the cakes into bags. The edges of the cake removed by the trimmer are re-elevated by means of a special leg and spouted direct to the cookers.

The oil flows from the presses in the usual manner and is collected and piped to the scale tank, where it is weighed, and from the scale tank it is pumped to the storage tanks or some of the process tanks as required. A 2-stage hydraulic pump is provided in basement and two accumulator tanks of sufficient capacity to take care of the hydraulic requirements of the presses, and cake former and the cake packer. Three 1,000-bushel scale tanks are provided for weighing the oil—one for weighing the oil from the presses, one for caustic and acid refined oil, and one for raw and boiled oil.

To grind the oil cake a mill of the hammer bar type has been located in a special fireproof room in the basement of the warehouse. Meal from this mill is elevated by means of a special leg to a hopper on the third floor, from which hopper the meal is removed and bagged by means of an automatic bagging scale.

The oil refinery is completely equipped to turn out the necessary oil required for the preparation of paint and varnish. Some of the tanks are lead-lined for the acid and caustic processes; others are provided with steam coils for boiling the oil. Where necessary, mechanical agitators are provided in the tanks,

and for some of the processes the tanks are located in separate fireproof rooms with adequate outside ventilation.

The piping from the refinery to the storage tanks and to the filters is made absolutely flexible by means of duplicate lines and intercommunicating valves, so that all processes can be carried on at the same time. Sixteen 5,000-gallon storage tanks are provided in the oil refinery for storing the oil, and in addition these two 7,500-gallon raw oil storage tanks are provided on the top floor of the refinery from which the oil flows thru the filter presses by gravity and one 5,000-gallon tank also located on the top floor for raw oil for the second filtration process. There are four 5,000-gallon agitator tanks and one 2,500-gallon emulsion tank in the refinery. Several large outside oil storage tanks are provided adjacent to the refinery. The flax finished oils are pumped from the refinery over to the paint and varnish plants through underground system.

A reinforced concrete dock was built along the river front, filled in, the 125,000-bu. elevator erected, the oil mill, refinery and warehouse built and equipped and turned over to the owners in an operating condition by James Stewart & Co. under a contract undertaking for a lump sum to design and construct a complete linseed oil plant with a definite specification for the quality and capacity of the output of the various departments. This is probably the first instance of a contractor undertaking the construction of a linseed oil plant on such terms.

The oil mill, refinery and the warehouse are located under one roof, being separated by fireproof partitions and fire doors. This building, 110 ft. long, 66 ft. wide and four stories high, is constructed of reinforced concrete with daylight factory sash, in accordance with the most modern design of flat slab factory construction. The elevator is 160 ft. high.



Up-to-Date Linseed Oil Mill and 125,000-bu. Reinforced Concrete Flaxseed Elevator of Pittsburgh Plate Glass Co. at Newark, N. J.

The entire building is equipped with automatic sprinklers, and a 20,000-gallon sprinkler tank is provided on a 35-ft. steel tower above the roof of the warehouse. The sprinkler system is the most modern complete installation.

A railroad track and a shipping platform are provided for receiving barrels and for shipping cake and oil. A barrel storage and cooperage plant are provided in the basement of the refinery. For shipping oil by barrel a barreling scale and a place to fill the barrels is provided in the basement, and a barrel elevator to carry the filled barrels up to the first floor, where they are rolled out and loaded on cars or into barges as may be desired, as it is the intention to ship most of the finished product of this plant by water.

All units in the plant have individual motor drives. All the motors have ball bearings and were furnished by Fairbanks, Morse & Co., and the numerous silent chain drives by the Link Belt Co. The cookers, cake formers and presses were furnished by the French Oil Mill Machinery Co., the oil filters by D. R. Sperry & Co., the oil pumps by Viking and Allis-Chalmers Mfg. Co. The marine tower was supplied by the Webster Mfg. Co., and the Weller Mfg. Co. supplied the steel legs and equipment, steel spouting, all transmission machinery and refinery machinery. No steam boiler equipment was necessary, the steam for heating the building and for various refining processes and the cooker being provided by the main boiler house of the plant.

In the construction of the new plant C. H. Hall was the managing director for the owners and V. K. Boynton the engineer. The operation of the plant comes under Harris G. Nelson, general superintendent of oil mills for the Pittsburgh Plate Glass Co., and Harold K. Shoop is superintendent of the new plant. The owners have expressed themselves as well pleased with the new plant and its operating capacity.

Great quantities of linseed oil are required in the manufacture of paint at the Patton-Pitcairn Division of the Pittsburgh Plate Glass Co., much of which was obtainable from its other oil mills, but so much had to be purchased that in order to obtain certain delivery as well as the high standard of oil required it was decided to erect this mill at Newark. Accordingly Ludington Patton, vice-pres., commissioned James Stewart & Co. to prepare the plans and specifications and turn over the plant complete ready to operate.

CLARENCE COOLIDGE, Winnebago, Ill., grain dealer, is a distant relative of the nation's new executive, Calvin Coolidge.

Levi G. Belew, Deceased.

Levi G. Belew, charter member of the Texas Grain Dealers Ass'n and pioneer grain dealer at Pilot Point, Tex., was killed recently when his automobile, in which he was traveling between Pilot Point and Sanger, overturned.

Since the ass'n was formed in 1898, Mr. Belew gave much of his time and energy to its work and served unceasingly in many capacities. His was the honor to have been a member, at one time or other, of every com'ite and to have held every official capacity. For many years he was a member of the board of directors and later served as president. His loss will be greatly felt by the state ass'n and grain trade of Texas.



Levi G. Belew, Pilot Point, Tex., Deceased.

Leading Firms in Export Grain Trade.

European importers having branch export offices in the United States are the largest exporters of grain from America. Their firmly-established position in the trade arises from the steady annual demand in Europe, while the opportunities of the domestic exporters in America fluctuate with the surplus. The importers are in the business every year, while the shippers in surplus producing countries in some years find it unprofitable to undertake the necessary control of steamship charters.

Samuel Sanday & Co., of London, Eng., were the leading exporters of wheat from the United States in 1921, their shipments having amounted to 51,587,000 bus., or 15 per cent of the total exports from the United States. Its New York branch is Sanday & Co., and it also exported 22,000,000 bus. of corn, rye, oats and barley. G. F. Earle, the New York manager, is a member of the Produce Exchange. All the partners are residents of London: Samuel, G. T., A. C. and W. D. Sanday; A. B. Earle, H. W. Patrick, Robert Clark, G. L. Wilson, J. Kenyon, G. M. Clayton and H. Beatty.

The Societe Anonyme Bunge is the next largest exporter thru its connections. Edouard Bunge of Antwerp, Belgium, holds the voting privilege of all the common stock of P. N. Gray, Inc., of New York, which firm exported in 1921 19,085,000 bus. of wheat, 5,042,000 bus. of corn, 5,304,000 bus. of rye, 1,015,000 bus. of oats and 20,000 bus. of barley. In turn this firm held half of the stock in the Gray-Rosenbaum Grain Co., Inc., of Seattle, Wash., the other half was held by the J. Rosenbaum Grain Co. Of the 20,000 shares of common stock in P. N. Gray & Co. 8,000 are owned by the Societe Anonyme Bunge, of Antwerp, 7,810 by Prentiss N. Gray, of New York, 1,050 each by Carlos Falk, Wallace H. Foster, John D. Fletcher, 500 by Edgar Rickard, 400 each by Abbie Church Rickard and Edwin P. Shattuck. Of the preferred 1,500 shares are held by Bunge & Born of Buenos Aires, owning a controlling interest in the S. A. de Molinos Harineros y Elevadores de Granos, a large milling firm at Buenos Aires. In the spring of 1923 the grain activities of P. N. Gray & Co. were discontinued and the Bunge-North American Ass'n formed to represent the Antwerp house.

Louis Dreyfus & Co., a partnership of Paris, France, is the third largest, having exported in 1921 36,768,000 bus. of wheat, 1,161,000 bus. of corn, 1,352,000 bus. of oats and 841,000 bus. of rye. The firm was organized in Paris in 1915 and consists of Louis Louis-Dreyfus and Charles Louis-Dreyfus, with branches in New York, London, Buenos Aires, Barcelona, Bombay, Calcutta and Melbourne.

The J. Rosenbaum Grain Co., of Chicago, operating under that name in 1921 exported 13,520,000 bus. of wheat, but its actual export was much larger, having declared the value of 47,000,000 bus. of export wheat. Its stock was owned by the Rosenbaum family, who also owned the Chesapeake Export Co., of New York.

The Armour Grain Co., Chicago, declared the value of 20,750,000 bus. of wheat in 1921, and exported directly 3,973,000 bus. and in addition 12,951,000 bus. of corn. Of its \$1,000,000 capital stock J. Ogden Armour owned 53 per cent, Geo. E. Marcy 12½ per cent and members of the Armour family 30 per cent. This company is a large fobber of export grain. The company owns the Export Elevator Co., Buffalo, the Buffalo Cereal Co., the Erie Co., New York, and the Armour Canadian Co., of Winnipeg.

Smyth, Barnes & Co., of London, is held to the extent of 45 per cent by the Barnes-Ames Co., of Duluth, which is owned to the extent of more than 90 per cent by Julius H. Barnes and Ward Ames, Jr. The Barnes-Ames Co. owns 51 per cent of the Barnes-Irwin Co., Philadelphia, and 51 per cent of the Barnes-Jackson Co., Baltimore. Other subsidiaries are Itasca Elevator Co., Duluth, Neal Grain Co., Omaha, Zenith Grain Co., Winnipeg. Julius H. Barnes holds a 5-year purchase option on

55 per cent of the stock with full voting power pending exercise of the option in the Nye-Schneider-Fowler Co., having the following subsidiaries: Rialto Elevator Co., Milwaukee; Central Granaries Co., and Nebraska Elevator Co., Lincoln; Independent Grain & Lumber Co., Mason City, Ia.; Nye, Jenks & Co., Minneapolis; Thresher-Fuller Grain Co., Kansas City; Transatlantic Brokerage & Export Co., New York; Nye-Schneider-Fowler Grain Co., and Nye-Schneider-Jenks Co., both of Omaha. The Barnes group exported 17,332,000 bus. of wheat in 1921.

Erickson & Christensen of Esbjerg, Denmark, thru ownership of 9,925 shares of the 12,500 shares of the Hansen Produce Co., New York, became interested in the export of 14,885,000 bus. corn, 11,617,000 bus. rye, 4,976,000 bus. wheat, 1,877,000 bus. oats and 495,000 bus. barley by the latter company in 1921. Axel Hansen of Kew Gardens, N. Y., owns 2,475 shares, and the company owns the Universal Commission Co., of Winnipeg, and the W. B. Wheeler Corporation of New York.

Strauss & Co., London, hold half of the E. A. Strauss & Co., Inc., of New York, which exported 8,000,000 bus. of wheat, the other half being held by the Northern Grain & Warehouse Co., of Portland, Ore., which itself exported 6,000,000 bus. of wheat and is owned one-third by the A. Cohn family. The Northern Grain & Warehouse Co. held 74 per cent of the stock of the Cereal Grading Co., Minneapolis, and 50 per cent of the stock of the Zaring Grain Co., American Falls, Idaho.

The Norris Grain Co., James Norris, Chicago, pres., exported 8,137,000 bus. of wheat. Kerr, Gifford & Co., Portland, Peter Kerr, pres., exported 12,200,000 bus. of wheat.

Balfour, Guthrie & Co., one of the oldest firms on the Pacific Coast, exported 5,941,000 bus. wheat and 3,319,000 bus. barley. It has several London partners.

The Hall-Baker Grain Co., Kansas City, exported 5,443,000 bus. wheat and declared the value of 11,352,000 bus.

John T. Fahey & Co., Baltimore, declared the value of 11,366,000 bus. of wheat.

The Donahue-Stratton Co., Milwaukee, exported 3,940,000 bus. wheat, 6,874,000 bus. corn and 474,000 bus. rye.

Wm. H. Muller & Co., New York, owned by W. H. Muller & Co., The Hague, Netherlands, exported 8,215,000 bus. wheat, 11,402,000 bus. corn and 2,306,000 bus. other grains.

Companies of exclusive American ownership exported 35.8 per cent of the wheat in 1921.

Having a more accurate knowledge of European market conditions the small and large foreign firms frequently assume a position on the long or short side of cash grain without hedging when in their judgment it is profitable to do so. They hedge when there is no positive indication of the trend of market prices. Most American exporters hedge.

Two big departments in the business of the grain exporter are freight chartering and foreign exchange.

Some of the large foreign firms obtain much of their business because they have information upon which they can extend credit to the buyers. Willingness to finance the buyer often controls the business.

The head office in Europe exercises a very close supervision over its branches in America and other parts of the world. Each day the branch office cables the head office the prices, and reports general news, and the American office acts only on orders from abroad. The head office attends to all sales of grain.

Foreign concerns rarely bid the country direct. Most of their buying is done on the floor of the New York Produce Exchange thru brokers who are in constant communication with dealers at interior markets and who know what grain is for sale by other brokers. The representative of the foreign house will approach the broker and offer to buy grain in a certain position, say seaboard, or Buffalo. Often the broker can fill the order immediately, sometimes he may have to wire an interior dealer and wait for a reply. Having gotten an ac-

ceptance he gives the names of his principals and receives the fee for his services.

Eighteen exporters earned a net return on the investment in 1921 of 29.8 per cent, and on the capital employed, of 19 per cent. Eight jobbers showed a return of 38.5 per cent on the investment and 27.3 on the capital employed. The profit per bushel of the 18 exporters of wheat was \$.027.—From the report of Federal Trade Commission on Methods and Operations of Grain Exporters.

Make a Seal Record.

When a car goes thru without loss in transit the seal record seems of no importance, but when there has been a heavy leakage anything that will help to fix the responsibility is of value in making claim.

Co-operation between shipper who loads at point of origin and the buyer who unloads at destination in making note on the condition of the car and the seal numbers will do much to make out a good case against negligent carriers.

If the men unloading the car at the elevator have reason to suspect theft or note a depression in the load their suspicions would be confirmed if they had a record of the seals that the shipper had placed on the car and an examination of the seals showed that they had been changed.

Some receivers of grain might be encouraged to watch the seals more closely if the shipper would attach to his B/L a sticker, such as this, as suggested by Donley's Traffic Review:

"This car.....entered on this bill of lading left our plant under seals..... When it arrives make a careful inspection and if seals are changed report it at once to the railroad agent, and request him to make note of it on your freight bill. This is for mutual protection."

CONSUMPTION of raw materials in the manufacture of vegetable oils from April 1 to June 30, 1923, in the United States were: Corn germs, 36,751 tons; flaxseed, 243,302 tons; castor beans, 13,352 tons; mustard seeds, 652 tons; soybeans, 1,175 tons.

To INVESTIGATE reports of violation of the anti-discrimination law, State Grain Inspector E. H. Linzee of Oklahoma and an assistant visited the Attorney General of northeastern Oklahoma counties. A milling company was accused of making price differences of from 1 to 6 cents per bushel between stations.

The Pearlstone Concrete Elevator at Dallas.

Dallas, the county seat of Dallas county in north Texas, is one of the best railroad centers of the Lone Star state. Seven railroads radiating in different directions make it an advantageous point for grain receiving and shipping. Hence it was natural that when the promoters of the Pearlstone company decided to extend their operations they left Palestine, moved to Dallas and incorporated the Pearlstone Mill & Elevator Co. The officers of the company are Pres. Julius H. Pearlstone, Vice-Pres. Hyman Pearlstone and Tucker Royal, Sec'y C. J. Wheeler and Treas. A. A. Hart. The plant is on the Santa Fe, the Rock Island and the Frisco tracks.

The section of the plant first erected consisted of the reinforced working house containing 25 square bins, ranging in capacity from 750 to 4400 bushels each, and eight large cylindrical tanks of 7500 bus. capacity with 11 interstice bins ranging in capacity from 2200 to 6800 bus. This gives a total storage capacity in the original part of about 250,000 bushels. The original plant included a track shed for cars being loaded or unloaded, also a reinforced concrete warehouse and office.

The reinforced concrete storage annex recently completed by the Jones-Hettlesater Cons. Co., who designed and constructed the original plant, were poured in record time under the supervision of O. H. Malzahn. The slip forms were started on the 14th and the last of the concrete was poured on the morning of the 24th. The 6 cylindrical tanks of the new part are 17 feet in diameter and 86 feet deep. These with the 8 new interstice and pocket bins give the plant additional storage room for 165,000 bus.

Grain will be carried to and removed from the bins of the new storage annex by 26-in. rubber conveyor belts. The trippers and spouting above the bins, the elevator boots, heads and cups were all supplied by the J. B. Ehrsam & Sons Mfg. Co.

In the track shed are two tracks, scale, power shovels, receiving pit of carload capacity and the loading spout. Grain from the pit drains to the boots of the two large legs, one having an elevating capacity of 5000 bus., the other 3000 bus. per hour. A 26-inch conveyor belt carries grain from any of the storage tanks to either of the legs. The small leg has an elevating capacity of 1500 bus. per hour.

The first story of the working house is very high, so that grain from any bin can be spouted to the boots of the three legs operated by a single motor. On the first floor is a 9x3 double stand of rolls for grinding chop, Eureka Clipper, 2 portable Richardson Bagging Scales, 2 grain mixers and 2 man lifts afford easy passage to the upper floors.

In the basement are 4 squirrel cage motor and a large capacity heavy feed grinder. In the cupola is a Eureka Cleaner, 2 squirrel cage motors, distributing spouts and conveyor belts.

Power from the motors is transmitted to the driven machines thru Morse Chain Drives, Columbian rope is used in transmitting power to the legs, 2 Day Dust Collectors catch the dust from the cleaner and clipper.

The plant is thoroly modern in construction and arrangement, well equipped for the work it is designed to do. It is a splendid addition to the grain handling facilities of Dallas.

While the Pearlstone Co. will operate the elevator primarily to handle its own grain, it will also do a public storage business, the company being bonded under the laws of Texas.

EXPORT sales of wheat on July 23 amounted to less than 200,000 bus., including Canadian and domestic grain. Sales of No. 2 hard for last half of August loading at Galveston were 9½c over the Chicago September price.

HUNGARY's wheat crop was forecast at 64,705,000 bus. on Aug. 17 by the International Institute of Agriculture at Rome. This compares with 54,711,000 bus. last year. The rye crop is forecast at 30,904,000 bus.; compared with 25,156,000 bus. last year; barley at 24,526,000 bus.; compared with 22,184,000 bus. last year; and oats at 24,871,000 bus.; compared with 22,528,000 bus. last year.

RETURNING from a six weeks' tour of France and England, T. F. Merseles says "America's surplus supply of wheat cannot be worked off to any considerable extent in Europe. France looks forward to a bumper harvest, and, like England, has every possible square yard under cultivation. A large Russian crop is expected which will be augmented by the Argentina production. If there is an deficiency, France will substitute the dark grains. There is no money in Europe to buy from America and the people are accepting that prospect and preparing to do with what they have."



Two Views of the 415,000-bu. Concrete Elevator of the Pearlstone Co., at Dallas, Tex.

Michigan Dealers Meet at Saginaw

The twenty-second annual convention of the Michigan Hay and Grain Ass'n was held in the Bancroft Hotel at Saginaw, Mich., Aug. 2, 1923.

The meeting was called to order by President A. L. Riedel of Saginaw in the chair, but due to the heavy rain and the fact that Saginaw is keeping abreast with the times by using Daylight Savings Time, the attendance at the opening numbered but fifteen, however, enough came in later to swell this figure materially.

The address of welcome was delivered by Chas. W. Haensel, Saginaw, Sec'y of the Chamber of Commerce. Frank L. Young of Lansing responding for the dealers.

The Board of Directors' Report was read by Pres. A. L. Riedel. From it we take the following:

Suggestions from the Board of Directors.

Your Board of Directors suggests and recommends that all elevator operators should endeavor to get a proper buying margin. The basis on which farm produce is bought at some stations would indicate that the operator has no conception of what it costs to do business, or he is deliberately heading towards bankruptcy. Ignorance of actual costs of doing business can only explain such actions and every one of us, above all things, should make it our business to know that we are buying properly.

Buy hay only after baled. The advisability of this need not be explained to any experienced hay shipper, and in addition to that, the use of wooden tags is strongly recommended. We further recommend that if stacked hay be bought, that same should be subject to guarantee by the owner as to quality at time hay reaches destination. You are urged to consider this seriously and make up your mind before you go home for your own good, to buy only after hay is baled.

The Michigan Crop Improvement Ass'n is reported as having done good work towards assisting the farmers in getting better seeds. That being true, it should be commended. Assisting the farmers in getting good seed is advisable, even though without profit to yourself. The farmer's prosperity means your prosperity and in furnishing him only the best of all kinds of seeds, you are helping yourself to more and better business.

The amendment to the Grain Standards Act, embodied in the last Bulletin, with reference to shipping uninspected grain. This amendment requires that in invoicing grain shipped that has not been inspected by a licensed inspector, your invoice should have stamped upon the face of it "This grain not inspected by licensed inspector. Grade subject to inspection under the U. S. Grain Standards Act." It is suggested, if you have not familiarized yourself with this amendment, that you do so at once.

Also read again carefully the remarks regarding the weighing of grain into cars, mentioned in same bulletin.

There is nothing more aggravating to us, as country shippers, than to be continually receiving shortage claims, but the facts are that many times the difficulty lies with the shipper.

If the suggestions embodied in the article contained in Bulletin No. 9 are carefully followed and cars properly coopered, it would go a long way towards eliminating this difficulty.

Reduced Freight Rates: We further recommend the Ass'n continue its efforts to obtain a more reasonable freight rate, as we believe present rates are much more than the commodity will stand. We have no fight with railroad companies and possibly they are making no more than they should, but the rates on our commodities are out of proportion and prohibitive.

Car Shortage: Usually beginning at this time of the year, the car situation becomes serious, even critical. There should be a heavy grain movement from now on and, therefore, there is bound to be a tightening up of the car supply, but transportation conditions have improved and carriers are moving cars at a rate never accomplished before. Therefore, if carriers continue to perform as they have, it seems as though they would move the grain without much difficulty, this especially in view of the fact that the grain loading will probably be spread out this year, due to low prices and the disposition of some to hold their grain for better prices.

Be friendly: All members are urged to work more closely with the Association's officials. If you know of anything that is not functioning

properly, make your story known. There is a big need for this Ass'n in this state, as there is in every other grain-producing state, but the success of it depends entirely upon its membership.

The purpose of this organization is to advance the interest of those engaged in the handling of grain and hay; to preserve and disseminate valuable business information; to establish and maintain uniformity in commercial usage and to facilitate business intercourse. The purpose is a good one. Promise yourself now that you are going to do your bit towards assisting in making this a bigger and better ass'n.

The Secretary and Treasurer's Reports were read by T. J. Hubbard and accepted.

Secretary's Report.

Since our last annual convention our members have received ten bulletins or four more than we mailed during the year 1922-1923. In these bulletins I have endeavored to give as much attention to matters affecting the interest of the shipper of grain as I did to those handling hay and straw, for the reason that I had found in soliciting members for our ass'n among the shippers of Michigan, that a false idea seemed to prevail in the minds of some, that our organization was one of hay shippers only. As a matter of fact we have more members who handle grain or grain and hay, than those handling hay exclusively.

Traffic matters affecting the interests of our members which came up during the past year were looked after at each hearing by a representative of your ass'n.

On Feb. 20, R. S. Pearse of Port Huron attended a hearing in Chicago on C. F. A. Docket advice 5332. The docket proposed changes in wording of present tariffs respecting basis of settlement of freight charges on inbound grain at transit points or mills. The tariffs provided for collection of freight charges at transit points on basis of "actual" or other official weights. Mr. Lahey, traffic manager of the Quaker Oats Co., Chicago, who acted as spokesman for the shippers present, proposed that if carriers insisted on making a change from existing tariffs, providing for a settlement only on a basis of recognized weights, the carriers should add a clause similar to "Or other weights, by agreement, accepted and approved by the carriers" or words to like effect. His request evidently made little impression upon the railroad representatives present, as I received under date of July 19 a letter from Sec'y Husband of the Millers National Federation, that the Pennsylvania, B. & O., and Erie railroads had already issued supplements to their transit tariffs effective Aug. 15, in which they seek to restore the rule under which outturn weights in eastern territory shall be set aside in favor of those obtained on grain shipped from certain so-called primary markets which were specified in their tariffs. Your ass'n with other state ass'ns and the Grain Dealers National Ass'n have joined with the Millers National Federation in asking the Interstate Commerce Commission for a suspension of these tariffs and we are in hopes our request will be granted.

On May 17, Paul George, chairman of your transportation com'te attended a hearing in Chicago on reconsignment and diversion docket 14672. This hearing was the result of three years' effort on the part of National and State Ass'ns to knock out the reconsigning and diversion charge on shipments of hay. There has been a discrimination made in this respect between hay and grain, in that a car of grain which had been refused at one destination could be forwarded to another in a direct line haul at the through rate to the final destination plus a reconsigning charge. On hay, however, if the car was refused at the first destination and it was desired by the shipper to move it to another point beyond, he was required to pay two local rates plus the reconsigning charge to get the car to the point where it could be handled.

From the testimony given at this hearing by shipper's representatives, present, it was shown that at a good many points especially in the southern states, there is no public team track, and that cars of necessity have to be placed on private sidings. The general impression of the carriers as voiced by their representatives present at the hearing, seemed to be that they were willing to amend the tariff, allowing the through rate plus a reconsigning charge on these cars. If the I. C. C. acts favorably upon Examiner Carter's report, which we expect it will do during the next thirty days, it will be very helpful to a shipper who has a car of hay refused at the first destination.

Erie railroad cancellation of Lighterage free

privilege on hay in New York Harbor docket No. 1732.

When the matter came to my attention through a formal notice from the Erie railroad, I immediately filed a protest with the Vice-President in charge of traffic of that railroad, and also filed through traffic mgr. Sims of the National Hay Ass'n a protest with the I. C. C. accompanied with a request for a hearing on the matter, and asking that the tariff be suspended until the hearing could be held. The request was granted by the I. C. C. and Mr. Sims represented our Ass'n as well as the National and New York State Ass'ns at the hearing and secured a favorable decision whereby the Commission instructed the Erie Ry. to cancel the tariff and continue the lighterage of hay and straw in New York Harbor without charge, as theretofore.

The adjustment of Michigan Freight rates to points in C. F. A. territory on which a hearing was held in Lansing in Apr., 1922. Mr. Ewing of Grand Rapids the latter part of June, at which time he advised that in all probability the I. C. C. would render a decision in our case some time in September or early October. While the Michigan Traffic league who filed the complaint had asked for the abolition of the present five rate zones and the establishment of one zone for the lower peninsular of Michigan, using present zone A rate basis, Mr. Ewing advised me that the best we could expect to get was two zones with the northern boundary line of zone A extending across the state from Muskegon to Bad Axe. If this is done it will put us back where we were in 1918 as regards the arbitrary over northern Ohio points and permit us to retrieve a large share of the hay business from southern trade which has been lost to us the past four years. It will also work to our benefit on shipments of grain, beans and other farm produce.

Listing the undesirable trade: I have listed the names of several receivers of grain and hay in Pennsylvania whom members of the Northern Ohio Hay Shippers Ass'n as well as several of our members had found from experience unbusinesslike methods in the conduct of their affairs, such as demanding excessive rebates on shipments of grain and hay, on the slightest technicality, more especially if the market happened to be lower when the car reached destination than it was the day the order was booked.

Some of the firms who are listed on branch railroads try to hold up the shipper on nearly every car purchased, knowing as they do that to move the car to another point would cost the shipper a heavy local rate besides a reconsigning charge.

Membership and Dues: At the time I rendered my annual report a year ago, we had an active membership list of 123 of which number eleven were owing back dues amounting to \$126.

During the past twelve months we have taken in 24 new members of which your sec'y secured 16, your president 5, Mr. Hudco of the Shepherd elevator 2, and Mr. H. White of Scotts 1. We have lost during the past year 19 members, of which 10 resigned, 5 went out of business and 4 were expelled for non-payment of dues.

Our active membership list at the present time is 133, of which number 14 are owing your ass'n back dues of \$140. I have served notice on these delinquents that unless the amount they are owing was paid by today I would refer the list to the new board of directors with a request that they be suspended and deprived of all ass'n benefits until such time as their account has been paid.

One thing I cannot understand is why it is necessary for me to send some of our members 5 to 10 statements before I can secure their check for the small sum of \$7. I believe that some members who are now in arrears in the payment of dues, never stop to think that we have to have funds with which to pay our bills and other expenses.

As long as I am sec'y and treasurer of your organization, I am going to keep the expenses within the amount of funds I have available to meet our obligations.

A new membership com'te will be appointed by the president-elect, the chairman of which will select a member in each county to cooperate with the membership com'te in securing new members during the coming year. If each of our present members would make up their minds to secure five new members before Nov. 1 and get out and do a little boosting for your ass'n we could have a real organization, and the additional funds would permit us to expand our work resulting in increased benefits to every member.

The following com'tes were appointed: Auditing Com'te, F. M. McGunegle, Snover; E. Buschlein and C. A. Croel.

Nominating Com'te, H. Northway, Owosso; C. Ervin, J. A. McAllister, Bert Teeple, L. E. Marshall, Jos. Frutchey and M. Buckholder.

Resolutions Com'te, F. L. Young, Lansing; R. N. Malay and W. Sturgis.

J. Vining Taylor, Winchester, Ind., sec'y of the National Hay Ass'n then proposed that the Ass'n go on record as endorsing the measure known as the Almon bill, H. R. 9933, introduced by Congressman Almon, of Alabama. The purpose of this bill is to abolish all war taxes on telegraph and long distance telephone charges of an interstate character.

The assemblage also went on record as favoring the repeal of all class legislation, "Less government in business and more business in government." The sec'y was instructed to advise the Interstate Commerce Commission that the organization was working for a reduction of freight rates on all farm products.

Charles S. Clark, Chicago, stated that before we could obtain a reduction in freight rates about a thousand and one useless government bureaus would have to be abolished, and taxes reduced.

Points on the strength of organization and the value of the personal contact in business were then discussed and stressed by Commodore John L. Dexter, J. Vining Taylor, Frank L. Young, Lansing, and others.

H. E. Wilson, Lansing, Gen'l agent for the Michigan Millers Fire Insurance Co., addressed the dealers on "Some Things You Can Do to Prevent Fire Losses" which appears elsewhere in this number.

W. I. Biles suggested that the recommendations read by Mr. Wilson be circularized in concise and clear form by the secretary of the ass'n.

J. A. McAllister, Fenton, proposed that the semi-annual inspection by the fire inspectors should be more rigid, for it is only thru their assistance that the managers would make elevators safer. Mr. McAllister said he didn't mind how "hard boiled" the inspectors were, for in reality they were working for his own personal interests in helping him to avoid the hazards of fire. He also said that he had a blueprint of his elevator with all the wiring, which he claimed greatly assisted the inspectors in going over the house. "I induce my helpers to clean up by telling them the inspector is due."

Mr. Wilson said the blueprint was one of the most valuable assets to the elevator operator, for when once rigidly inspected and found to meet the requirements the insurance companies send out an official "O. K." letter and henceforth the elevator operator is not bothered by the various demands of inspectors.

The Afternoon Session.

The afternoon session opened with seventy-six members on hand and many others came in later. The rain stopped and the sun came out. Mr. J. Vining Taylor, Winchester, Ind., Sec'y of the National Hay Ass'n, read a poem entitled "Damn the Secretary."

Charles Quinn, Sec'y of the Grain Dealers' National Ass'n, addressed the dealers on "The Problems of the Grain Dealers" in the absence of F. E. Watkins, president of the same organization. Incidentally Mr. Quinn mentioned that there were now fourteen state associations affiliated with the Grain Dealers' National Ass'n, covering territory from Spokane, Washington, to the far east, Boston, the beanery. Mr. Quinn said:

The Grain Trade's Problem.

It has been the history of this country that every so often we have an agrarian agitation and in every instance the blame was heaped upon some national institution. First, the railroads shouldered the accusations and are still bearing under the storm.

Secondly, Wall Street had the spotlights of investigation turned in its direction and misguided energies brot misplaced hatred upon this group.

Thirdly, the middleman was fetched from his obscurity to grope under the strain of abuse and misrepresentation, and it is from that attack the middleman has been suffering.

To counteract the transactions of this later group a series of laws have been enacted, in fact, we have had a great epidemic of law making for moral, political, and other ailments, none doing any good, but on the contrary, a great deal of harm.

During this epidemic of law making we have passed over 4,000 laws a year. From the last issue of "The Budget" we learn that there are

over 18,000 city and county boards also making laws. The last Congress received 15,000 bills, but enacted, fortunately but 500. On the state and Federal statute books are over two million laws at the present time. There is one lawmaker for every 1,000 citizens, children included; that is one for every 500 qualified voters. In fact, we have more new laws than France, Great Britain, Italy, Austria and Germany combined. The cost to the government to have these laws made is 14% of the national income. Two million, or five per cent of the total population of this country is on the government payroll which amounts to over \$8,500,000,000 annually. It has been calculated that the cost of the Federal, state and municipal governments is \$400.00 for each family in the country.

The panacea now promoted is that the farmers withhold 200,000,000 bushels of wheat, just as tho that would help. Henry Ford has been thought of as the logical one to shoulder this burden, as tho one single individual should become responsible for the results of a purely economical condition.

People seem to tire of the existing regime of the times. The restlessness begets the want of frequent, and costly changes. Right now we are going thru a trying period of discontent.

The farmer, in an effort to relieve himself, first resorted to tariff, but law and demand stepped in, and rightfully. Second, credit legislation was turned to, but this was also useless, for what the farmers really needed was to pay back what he already owed. The third proposition was to eliminate the middle man, for, it was held he was a parasite and an economical drag. Immunity from the Sherman anti-trust laws for farmers, the Capper-Tincher law, and others didn't help a bit. The latest proposition of the propagandists is a statute providing that the government build warehouses at public expense. Mr. Grey Silver has this idea in hand. He claims the government is to be called upon at the next session for warehouses for the storage of grain and farming produce; the warehouse receipts being used in conjunction with the new farm loan plan.

The states that are making such a fuss just now produce but 39% of the farm produce. In coping with the situation William Allen White of Emporia, Kansas, says "You tell me law is above freedom of utterance, and I reply that you can have no wise laws or free enforcement of wise laws unless there is free expression of the wisdom of the people, and, alas, their folly with it. But, if there is freedom, folly will die of its own poison and the wisdom will survive.—That is the history of the race."

There is but one hope for the farmer. When he produces more than the country can absorb, then the only thing to do is to STOP PRODUCING. No legislation can help.

Howard Jeffords, Port Huron, Mich., next undertook the problem of "Should Hay Be Purchased Loose in the Mow or After Baled." Mr. Jeffords believes one is less apt to "go wrong" when buying hay in the bale, for it is nigh to impossible to inspect the entire mow and consequently the grade placed on the lot would not be as accurate as when in baled lots. The greatest handicap is that the farmer will never make any allowances afterwards if the hay does not come up to the grade expected or as represented. A goodly discussion followed led by Frank Diamond, of St. Johns.

Mr. Diamond claimed that whenever farmers are dissatisfied with results from stained or damaged hay, the firm always bears the loss, regardless of the agreement in the contract to the contrary, or any verbal statement covering same. Mr. Diamond claims there is no more reason for the hay buyer to bale the hay than for the elevator operator to provide the thrashing apparatus. "Hay buyers would never overbid if the hay were brot to the elevator."

John L. Dexter suggested that test weights be made, for the time to adjust weight is when hay is paid for. A test weight would avoid arguments over differences. "When the farmer is paid—you're not going to get anything back."

C. R. Aldrich, Spencer, O., President of the Northern Ohio Hay Shippers' Ass'n, turned the train of thought towards "The Value of Local and State Organizations." A discussion followed in which many instances were cited where a group of men doing the same kind of business in a single community organized weekly get-togethers to iron out their difficulties, grudges, and all problems in which they were all vitally interested. These meetings it was thought, do a great deal of good in promoting friendliness and co-operation in

business, and acquaintances long dormant because of business rivalry and consequent hatred have been renewed profitably.

Frank Diamond, St. Johns, directed the attention of the meeting to "The Cost of Handling Grain by the Country Elevator Operator." From his address we take the following:

What Does It Cost to Operate an Elevator?

The volume of business and attendant expense varies greatly in the different localities.

In going over some old papers I found a report from a number of elevators over the grain producing states showing a volume of 100,000 bu. of grain being handled at an expense of \$5,000. That is more grain than the majority of Michigan elevators handle. However, these particular elevators had no retail business, neither did they handle beans, but their gross profits were equal to what some of us are getting today.

The larger your retail business in proportion to your entire volume of business the greater your expense. Grain alone can be handled very cheaply, both as to selling expense and labor. Beans pile up expenses in receiving, preparing and selling. The last fifteen years have shown a continued advance in the cost of doing business.

Most of you can remember when it was possible, on potatoes and hay, to sell one firm ten to one hundred cars with two or three telegrams at the most, and a large part was sold by letter. Today competition is so keen that not ten per cent of the wires bring results. The increased cost of labor is a large item that could not be eliminated and is something for which we are in no way responsible, except indirectly by the increased cost of living thru our extravagant, wasteful methods of competition.

Here I wish to digress from the subject to state a condition and ask a question. Possibly this would more properly be discussed at the Bean Ass'n meeting, but we are dealing with elevators and most of us handle beans.

What happens today when Brown & Co. of St. Louis want a car of beans? Conservatively speaking five brokers know this early in the day and each sends five wires to Michigan dealers. The result is that 25 Michigan elevator men and jobbers are bidding for that order, which usually results in an even steady market and someone cutting the price. What is the cause? That elaborate, wasteful brokerage business which we have built up, nursed by consignments and fostered by concessions thru these last few years, or is it that suicide causing millionaire making, poor house filling element of business, called Competition?

What would have happened if there had only been five firms in Michigan from whom those beans could have been bought, or possibly one central selling agency controlled by our association? We have been endeavoring to cut out the middle man or jobbers. Are we like the farmer who came into town and asked the first citizen whom he met where he could find an undertaker. "Some one dead at your house?" solicitously asked the citizen. "No," said the farmer, "but my wife is very ill." "Then you want a doctor," said the gentleman. "No," said the farmer, "I'm cutting out the middle man."

It is due to such wasteful tactics that we are obliged to sell our beans below California. What part of our selling cost is wasted?

I find many little expenses contributing to the cost that in the aggregate are large. 6% of the valuation of railroad grounds with the railroad placing the valuation, increased demurrage charges, reconsignment and stop off charges, and a new one very recently, that the shipper must furnish lumber for bulkheads in cars. These are items which should be protested against, and fight hard enough to get results.

Did it possibly occur to you that one reason why you were able to stay in business longer than your farmer elevator competitor, was because you were willing to work for a salary less than they were able to hire a manager?

From the answers I received from my inquiries, I learned that the cost of doing business varies from 7 to 10%. These showing 10% have taken depreciation as have some of those showing 7%. In both cases, however, they had a large volume of business, but the 10% fellow did a large volume of retail business while the other was small. In talking with those having a line of elevators I find they run mostly around 10%. Don't fool yourselves by thinking you can do business cheaper than that. Look it up so that you will know what you are doing add to your expense account the depreciation on plant and equipment, also deadbeat accounts as this is rightly an expense for the privilege of trusting your fellow man and you will find that it costs you approximately 10% to do business.

J. Vining Taylor, Winchester, Ind., Sec'y of the Nat'l Hay Ass'n, then interestingly di-

verted the attention of the meeting to "Hay Trade Conditions." He said,

The Dept. of Agriculture broadcast that there were 99 million acres in hay this year against 112 million acres last year, five per cent of last year's crop back in excess of 1921 carryover.

Over 233 firms in the Nat'l Hay Ass'n failed in a twelfth month because they were forced to buy hay to keep what other business they had.

The Hay Business.

I sincerely hope this organization may work as a unit for the betterment of its members and get the hay business on a more substantial basis. I desire to leave with you a few thoughts and I want to be painfully frank.

It is commonly stated by shippers and others everywhere that there is no money in the hay business. You have heard this remark I am sure time and time again the past few years. Many dealers have said to me that they handle hay only because it should be handled for the good of their community, that they would drop it if it were not that they were forced to handle it in connection with other lines of their business.

There must be some truth in this because 233 firms have gone out of business in the last year. This leads us to believe there must be something radically wrong. It is a fact that in many places there are no hay buyers. We naturally want to know,

Why is this? Is not hay a staple article and is it not necessary for the livelihood of humanity? Is it not one of the main productions used, and needed as much in its place as grain? Can the world get along without it? I think this needs no discussion as it is self-evident that hay is one of the most necessary articles in commerce. If hay is indispensable and the world requires it, why is it that it cannot be handled with a profit? There is something radically wrong and plans and ways must be devised to make it pay, for without remuneration any business will fail.

This ass'n has endeavored to bring the shipper, commission man and buyer closer together and to establish a code of ethics of a high moral standard, to get hay dealers better acquainted, with confidence in one another, to learn the other's difficulties and to sympathize with them their sorrows, but this work is not by any means complete. Much remains to be done.

Human nature is much the same everywhere and the soul of man cries out for harmony, for who is it that does not love peace and prefer it even at a sacrifice, to discord and unhappiness? Let us see then if we can find a cankerworm at the root of the tree that is causing the trouble, and if we have the disease properly diagnosed we need then but to find the remedy.

The shipper, the commission man, the buyer, constitute the quorum in the business. The shipper, the man or company of men residing in the country where the commodity is produced, who buys from the producer, prepares the hay for market, grades, weighs and loads it, and ships it to the commission man or buyer. The commission man residing in the market centers, who receives the goods and sells to the buyer at a commission of a certain amount per ton, charging the same to the shipper. The buyer, or men who buy direct from the shipper or commission men at a specified price.

The shipper must be a good judge of hay, he must understand the grading, he must provide storage, know values, freight rates and trading terms of the different markets, in short, must know what he is doing.

The commission man and buyer must know his requirements, advise the shipper of these requirements of his trade and market value of various grades, and distribute the goods either to the retailer or consumer.

Does each department measure up to the standard? Is the shipper the master of the profession? We think not. It has been the writer's observation during the past 15 years that the cause of hay grading below what it is old for, short weights and bad condition in a majority of cases is due to neglect, careless inspection, or leaving it to someone else to do. During this 15 years we have found that a large per cent of these troubles could have been prevented.

How about the commission man or wholesaler? Does he measure up to his requirements? Does he study his requirements? Does he advise his shipper concerning the grades, market terms, railroads, etc.? Is he careful not to overbuy? If he buys a specified amount of hay, does he take it regardless of market value? Some do, some do not. So you see it is not all one-sided and we must confess that one of us measure up to the ideal and must begin reformation at home. We need the moral vision of a "square deal." We need to learn that it pays to be honest and that, in these days of intelligence and reform the man who would build up his business and prosper must always remember that in a sense he is his brother's keeper.

I have endeavored to touch on the requirements of the different departments of the business, but the real cause of much of the trouble and dissatisfaction in the hay business is that it is not handled on a business basis. Every deal that is made between the buyer and seller should be confirmed in writing. This confirmation should be checked up by both the seller and buyer and exceptions made before the deal is consummated. Otherwise you are working in the dark.

Let us take a lesson from the sunflower. It never turns its face from the sun from morning until night that it may absorb all the light. So let us keep our faces to the light of truth. Let us practice our motto, "Not for Self, but for ALL," be masters of our business, give the members of this association the preference in business everywhere and avoid the unreliable man who will not join. Put the hay business on a business basis. Then and then only will there be harmony among the shippers, commission men, buyers and others.

A letter was read from D. S. Mallally, St. Louis, Mo., Pres.-Elect Nat'l Hay Ass'n, in which he expressed his sincere wishes for a successful meeting and his regrets for being unable to attend in person. His heartiest cooperation was extended to the trade.

The report of the auditing com'te was heard and accepted.

The Resolutions com'te presented the following:

Resolutions Adopted.

PROTEST TAX ON CASH GRAIN SALES.

Whereas, The Internal Revenue Department has ruled that all cash grain bought for shipment for periods longer than twenty days is subject to the tax of 2c on each \$100.00 of value; and

Whereas, The grain dealers of the country are kept in uncertainty owing to the fact that the Federal Government itself seems to hesitate as to the application of the law, and has thus far refrained from enforcing it, against those who have neglected to pay the said tax;

RESOLVED, That the Michigan Hay & Grain Ass'n, in convention assembled at Saginaw on Aug. 21, 1923, protest against the ruling of the Internal Revenue Department. We do not believe that the Revenue Act of 1918 ever contemplated the payment of a tax on cash grain sales, either for immediate or prompt shipment or for deferred shipment of any kind. We believe that it was the intention of the law to impose the tax only upon future trading, or hedging, as it is commonly known in the trade, and not upon sales where it is contemplated that the actual grain is to be delivered;

RESOLVED, That we support the efforts of the Grain Dealers National Ass'n, to have this ruling clarified or changed, so that there will be no question about the imposition of the tax on the sales of cash grain for deferred shipment;

RESOLVED, That the Secretary of this Ass'n be instructed to send a copy of this resolution to the head of the Internal Revenue Department at Washington.

CONDEMN ACTIVITIES OF COUNTY AGENTS.

Whereas, It is reported that Federal and State Farm Agents in some localities are still continuing their commercial activities in connection with so-called co-operative buying enterprises, allied with feed consumption. In the opinion of your Committee the Secretary should be instructed to address the proper State and Federal Authorities in the matter, that this Association goes on record against this unfair class discrimination, and that this Ass'n adopt the resolution covering the matter as passed at the 29th Annual Convention of the National Ass'n, to-wit:

Resolved, That this Ass'n, while recognizing the inherent right of any class to organize within legal bounds for its legitimate benefit, and while conceding the basic principles of organization, deeply deplores this seeming Government approval of a form of class legislation; and be it further

Resolved, That every member of this Ass'n take due cognizance of this state of affairs and that each member take steps to protest to his representatives in both State and Federal Governments, to the end that all business receive justice in the circumstances.

ENDORSE ALMON BILL.

Resolved, That we recommend that this Ass'n endorse the Almon Bill H. R. 9933 introduced by Congressman E. B. Almon of Alabama, the purpose of the bill being to abolish the war tax on telegraph and telephone messages of an interstate character.

DEMAND REPEAL OF CLASS LEGISLATION.

Resolved, That we condemn and ask or demand the repeal of all class legislation now upon our statute books and oppose the enactment of all such legislation in the future.

ABOLISH NUMEROUS BUREAUS AND COMMISSIONS.

We recommend, Less Government in busi-

ness and more business in Government affairs. We further see no reason why our Government should not withdraw from the program of Socialistic interference with legitimate and laudable efforts. We have too many bureaus and commissions; we believe they should be minimized.

ASK CHANGE IN FEDERAL HAY GRADES.

Resolved, That we believe the present rules for grading hay as recommended by those favoring Federal Inspection are at least one grade higher than those used by the National Hay Ass'n, where National Hay Ass'n grading is used; therefore be it

Resolved, That we recommend the Federal Authorities having this matter in charge, be asked to change their requirements to more nearly correspond with those used by the National Hay Ass'n.

ASK REDUCTION IN FREIGHT RATES.

Whereas, The producer of hay is now limited to nearby markets by exorbitant freight rates, and even in these markets often fails to obtain the cost of production; be it

Resolved, By the Michigan Hay & Grain Ass'n in Convention assembled, that we appeal to the Interstate Commerce Commission to promulgate a lower schedule of freight rates to the end that hay producers may send their products to more distant markets and without loss.

The Nominating Com'te reported the following: For Pres., Lee W. Swift, of the Swift Grain Co., Detroit; Vice-pres., R. G. Pearse, Port Huron; 2nd V.-Pres., E. Buschlein, Unionville; Directors (2 yrs.), Dr. A. Goulet, Midland, and R. A. Maley, Ann Arbor. All were elected by a unanimous vote.

The Banquet.

A banquet was given in honor of the 89 guests in the Hotel Bancroft Banquet Hall at 7:30. Entertainment was furnished by the Saginaw Chamber of Commerce and included Mrs. Roser and four juvenile troupers doing interpretive dancing and singing.

Dr. W. D. Spencer, Pres. of Hillsdale College, Hillsdale, Mich., led the assembled guests in prayer.

Commadore John L. Dexter of Detroit served as toastmaster.

Bill Cummings of Toledo led the singing by the dealers and their wives.

Lee W. Swift, the new president of the organization, was introduced and promised everything except to tell which way the market was going.

The principal address of the evening was delivered in a most pleasing manner by Dr. W. D. Spencer of Hillsdale. His subject was "One of the Nation's Problems," which proved to be "Education." It was a most interesting and broadening deviation from the trade matters at hand.

The good old song "America" concluded the program, and everyone went away richer and happier.] #11

Convention Notes.

Pencils were distributed by H. W. DeVore & Co.

Song programs were furnished with the compliments of F. W. Haigh.

NEW MEMBERS taken in at this meeting included The Dawson Co., Bay City; M. A. Kamm, Oxford; R. G. Pearse, Port Huron; and H. G. Morgan & Co., Pittsburgh, Pa.

In Attendance.

Among those who attended were:

Howard Jeffords and R. G. Pearse came from Port Huron.

From Battle Creek came D. R. Agin and A. N. Sheffield.

Secy. J. Vining Taylor came all the way from Winchester, Ind.

From Spencer, Ohio, came Chas. R. Aldrich and M. F. Williams.

Buffalo was represented by Mark Steele of The Townsend Ward Co.

Lansing was represented by F. L. Young, L. E. Marshall, and Secy. T. J. Hubbard.

Detroit was well represented by John L. Dexter, Pres.-elect Lee M. Swift of Swift Grain Co., C. R. Huston and Gerald Hulitt.

From Saginaw: A. T. Ferrel, E. T. Eshenbaugh, W. A. Daily, W. E. DeWitt, Jos. Frutchey, Howard Petosky, S. O. Downer, W. I. Biles, Chas. W. Haensel, and Pres. A. L. Riedel.

The Toledo crowd was there with Bill Cum-

[Concluded on page 265.]

Why Concrete Elevators Fail

Watertight Grain Bins.

BY C. B. BARUTIO.

During recent years there have been numerous complaints of concrete grain elevators developing so-called "shrinkage cracks." A true shrinkage crack is barely discernible with the naked eye; in fact a small amount of "crazing," as shrinkage cracking is called, is not particularly damaging to a concrete grain bin. But when cracks develop which measure one-half inch and more across, and appear all over the structure, visible to anyone with normal eyesight at a distance of one hundred feet and more, it is about time that the grain trade and reputable builders of grain storage warehouses, adopted measures to prevent these cracks, and correct the impression that this is an inherent defect of concrete construction.

In some sections the prejudice against concrete elevators is so strong that wood construction has been resorted to, notwithstanding the ever-present danger of fire with its consequent interruption of business. This serious state of affairs has been brought about by the erection of concrete elevators which structurally are failures, built by some "silo builders," and irresponsible builders who have little knowledge of the principles of reinforced concrete construction, much less the problems of reinforced concrete design and methods relating to the construction of grain-holding bins.

The various reasons for concrete grain bins developing cracks, rendering them unfit, or at least lowering their efficiency for the storage of grain, we find that they may be briefly classified as follows:

1st and most important is the use of insufficient steel and haphazard methods of placing. This is the principal reason for very large cracks developing in concrete. As steel represents about twenty-five per cent of the cost of all the materials used in reinforced concrete, some unscrupulous builders skimp on the percentage of steel to increase their profit. The result is that the steel is stressed beyond its elastic limit when subjected to the pressure of grain against the bin walls, the strains that are set up in the concrete walls in taking care of the varying changes in temperature, and the stresses due to wind and settlement of the structure. Lack of the proper amount of steel in an elevator is a serious and inexcusable defect. There is no hope of permanent repair to a wall that has ruptured due to the deflection of the steel beyond its elastic limit, as any grouting or patching up of cracks is but a temporary measure.

Relatively small cracks are oftentimes caused by not providing reinforcement known as temperature steel, placed near the surface. There also exists the possibility of failure if steel is not lapped sufficiently at splices, or, if care is neglected in placing the steel so that it will not act to take all the tensile strains.

A second cause of cracks and holes in grain bins is lack of the proper amount of cement. Cement being the most expensive ingredient in concrete it offers an opportunity for an unscrupulous contractor to skimp by cutting down the quantity of cement in the mixture. Concrete, to be watertight concrete, must be dense, and the richer in cement the mixture the denser will the concrete be.

3rd, The improper proportions of aggregates. The importance of the proper proportioning of the aggregates depending on the fineness modulus so as to obtain the strength required in the concrete is seldom observed. The gravel or stone, and sand must be proportioned not to any arbitrary ratio, but to a definite relative proportion depending upon the percentage of sizes as determined by sieve analysis. Aggregates improperly proportioned lower the compressive strength of concrete in some instances to but half its possible strength if properly proportioned.

4th, Too much water in the mix. Water occupies space. A definite quantity of it

is used in the chemical reaction of hydration of the cement, any surplus must of course evaporate. The space occupied by this surplus of water during the setting of the concrete will cause a series of voids throughout the concrete mass. A surplus of water is used because it results in further saving for the contractor in that it speeds up the placing of concrete in the forms and reduces the labor cost of spading or tamping of the concrete.

5th, Insufficient time of mixing is often the cause of poor concrete. This is encouraged by the contractor because it saves time and hastens the pouring into the forms. If the concrete is not mixed for the proper length of time it is certain to produce stone pockets and voids. Properly and improperly mixed concrete may vary as much as twenty-five per cent in relative strength.

6th, Neglect of tamping and spading of concrete in forms causes voids and "honeycombs" throughout the mass, which afford easy ingress for the penetration of water. Such porous spots in the concrete are a source of danger to the steel, which is exposed to the corrosive action of the air.

7th, The lack of continuity in pouring walls. Unless pouring is done in the proper manner "days work" joints will appear and these joints will produce a seam through which water may seep. Continuous pouring of concrete in grain bin walls cannot be too strongly urged.

8th, The neglect of floating outside wall surfaces. No matter how carefully concrete may be placed in the forms, there may be small areas which are depressed, or where, in the case of poorly constructed forms the cement has washed out through the cracks in the forms. To fill up these depressions and make a smooth wall, exposed to the weather, all exterior surfaces should be "floated" with neat cement grout, half cement and half sand, applied by means of a trowel and brush. This work should be done immediately after the moving forms have passed and while the concrete is still green. This produces a smooth wall, which is water repellent and of a workmanlike appearance. Many contractors neglect this work entirely, or merely paint the outside surfaces with a cement wash, or a cheap whitewash.

Concrete is water resisting, strong and enduring in proportion to its density. Porous concrete is readily injured by frost; it will allow leakage of moisture and air to reach the reinforcing steel which in turn will rust and corrode, causing spalling and cracking of the concrete. A dense concrete of the proper materials placed with care, does not have these objectionable features, and is a safe and economical material for the construction of grain bins.

There is but one basic reason for these concrete failures; it is "Price." The contractor, or I should say "The Bidder", with the lowest price gets the job. To make the lowest price "the bidder" purchases the cheapest materials and in addition skimps the job. He is compelled to do this, first of all to obtain the job, and after he has it, to get some profit out of it. After he is finished the owner of the structure is left holding the bag.

It would seem that builders of this type of structures would soon be compelled to go out of business, but unfortunately it is not the case. The grain growing districts of the United States cover quite a large territory and the "Skin-game" contractor flits from place to place, getting job after job. Very often the results of poor materials and workmanship do not manifest themselves for years. Reputable contractors as a rule are too busy to play the role of Sherlock Holmes and ferret out the building failures of the successful "competitors" who put up the poor work, and so the "Skin-game" contractor goes on getting new victims.

For this reason persons or associations contemplating the erection of a grain elevator should spend, if necessary, a few hundred dollars to personally inspect elevators built by the various contractors who solicit their business. The time and money thus spent will not be wasted. This inspection should not be confined to two or three elevators suggested by the contractors, but at least half a dozen or more should be carefully inspected. A builder may suggest calling up someone, over the phone, for whom he built an elevator. You may call a dozen concerns owning elevators and the probability will be that not one of these will speak a word of condemnation of his structure. This is but natural as no one wants to condemn their own property, even though they realize the many serious and faulty conditions that may exist in their elevator.

The owner of an elevator but recently constructed may not be aware of the extent of defects of construction and may praise it to another prospective builder, when as a matter of fact there may be many objectionable features which may develop in the course of time. This can only be detected by an expert. An experienced concrete engineer should be consulted, but he must be a man who is absolutely disinterested in the affairs of concerns whose work is being investigated. It is only by comparison that we are enabled to judge as to the relative merits of a proposition, and this holds good with reinforced concrete grain elevators as with anything else.

To be on the safe side a prospective builder should personally inspect the houses of the various builders before deciding the all-important matter of placing a contract for a new grain storehouse.

Many Reasons for Shrinkage Cracks.

Chicago, Ill.—There are a great many reasons that are contributory to shrinkage cracks in tank walls. If the cement concrete is made with too much water the evaporation of this water causes excessive shrinkage. If the aggregates are too fine the cement does not cover each unit of the aggregate, and the consequent loss of considerable of its bonding strength results in cracks running in all directions.

In two instances we feel sure that the cracks were due to the local material being very fine, and to the excessive use of water, as both sets of tanks show a considerable number of shrinkage cracks.—E. Lee Heidenreich, Jr., chief engineer Burrell Engineering & Construction Co.

Barrel Hoops for Reinforcing.

Sioux City, Ia.—Some years ago our boys brot the glad news that a contractor was erecting a storage tank at Peterson, Ia., at less than the cost of wood. I discovered that barrel hoops were used for reinforcing, the argument being that it did not cost a cent to bend the hoops as they were flexible, and as there was a saving in weight of metal we would have to adopt this method to compete.

I ask: Where do you get any bonding of this steel with the mixture? The hoop is thin, flat, smooth and greasy. It has no stability to hold it in place, being sometimes edgewise, sometimes flat, sometimes at the inner edge of the walls of tanks, sometimes at the outer surface where it belongs. I told our boys we would let the other fellows experiment with this at the owner's cost.

Shattering of the walls was due to the slipping of the concrete on those thin, smooth, greasy hoops.

Considering that coal storage tanks are subjected to the roughest usage and heavy jars without the slightest sign of damage it is discreditable to the owners of elevators that so many grain tanks have failed. They want the good or the best at the lowest cost. They fall for the experiment and they pay dearly for their parsimony.

There is the concrete elevator at Clarion, Ia., as a monument to someone's stupidity.

The concrete construction, if put up by

honest engineers and builders, is the best. It is here to stay, and will not be discredited because some contractor thinks up a bright idea to cheapen the cost to beat the other fellow's bid.—J. F. Younglove.

Country Elevator Accounting

Station Reports

By C. A. LOVELL

Program of Des Moines Meeting of
G. D. N. A.

[Concluded from Page 247.]

Merchant Marine—C. B. Fox, chairman, New Orleans, La.

Crop Reports—G. E. Blewett, chairman, Fort Worth, Tex.

International Relations—W. B. Bashaw,
chairman, Montreal, Canada.

Hay and Grain Joint Com'te—Geo. S. Bridge, chairman, Chicago, Ill.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT.

For the Ladies.

Monday Evening, Oct. 1—Theatre party.

Tuesday Noon, Oct. 2.—Luncheon and musicale at the Waukonda Club. Ride about the city in private cars. This trip will include part of Des Moines' twenty-three parks and through the beautiful residence districts and country clubs.

For the Gentlemen.

Monday Night, Oct. 1—Smoker with vaudeville and athletic entertainment.

For Ladies and Gentlemen.

Tuesday Night, Oct. 2—Banquet and entertainment in the grand ball room of the Hotel Fort Des Moines.

The address of the evening will be delivered by Governor N. E. Kendall, of Iowa.

The entertainment will consist of high-class vaudeville acts, musical numbers and dancing by terpsichorean artists of note.

A trying problem which confronts every grain dealer who operates more than one elevator is that of keeping station accounts. It begins to concern him the moment he opens the second station, increases almost in direct proportion to the number of plants he owns, and continues until the last one is closed or sold. In only a few cases, if ever, has the problem been solved in a manner completely satisfactory.

Several reasons why station accounting is difficult to control. The first, perhaps, is based upon the human element. Station managers are usually employed because of their knowledge of grain and for their ability to operate the elevator; an understanding of book-keeping is a secondary requirement.

The thought exists that if the grain is bought right and handled properly the accounting will take care of itself.

A second difficulty arises because of the distance which separates stations from the home office. The buyer out in the country may have a perfectly clear idea of the things he has done, but unless he is an extraordinary man he will frequently fail in his written explanation of the matter. The result is that home office records often become mixed and require considerable work to put them in the proper condition.

It is a fundamental rule that the simplest

system of reporting station transactions is the best. Out of this fact has grown the custom of requiring buyers at outlying points to issue individual checks for each load of grain, whether it be small or large, and when that step was taken station accounting was practically removed from the realm of guess work and placed upon a foundation which makes accurate results fairly easy of attainment.

A form of check for use in this manner was described in an article of this series in the Journal for July 25. The report form which is reproduced herewith is designed especially for use with a check of that kind, although it may be used with equal facility in connection with any other grain check system.

In using this report, the agent transcribed the information called for from each duplicate check in his book at the close of a day. The names of the several customers are dispensed with because a check number is sufficient designation. If the name is needed it can be learned by reference to the duplicate check itself. The grade of the grain, its price, the number of bushels and the amount in dollars and cents are the important facts. All are provided for.

When the agent completes his daily transcription he should total the bushels and amount columns. The bushels will then be carried to the right of "Purchases" in the

DAILY REPORT

To Be Made Out and Mailed at Close of Each Day's Business

A _____ GRAIN COMPANY

Station.										19		No.		
WHEAT												STOCK ACCOUNTS		
Check No.	Test	Bu.	Lbs.	Price	Amount	Check No.	Test	Bu.	Lbs.	Price	Amount	Wheat		
												Carried For'd.		
												Purchases		
												Total		
												Loaded out		
												Balance on hand		
												<i>Grain:</i>		
												Carried For'd.		
												Purchases		
												Loaded out		
												Balance on hand		
												<i>Cars Loaded:</i>		
												Car	Grain	Weight

Remarks: Explain here about grain contracted; grain received to apply on contract, and any other facts about the business.

Agent

Form of Daily Station Report Recommended.

proper stock account and a simple computation will disclose the quantity of each grain remaining on hand that night. The amount which has been paid for the grain will be of no particular interest to the agent. It is for use in the home office.

The bookkeeper in the home office will first need to verify the calculations and extensions on each duplicate check forwarded by the agent. Next it will be necessary for him to see that the transcriptions have been made correctly, and that the footings are right. He may use the agent's record of stock on hand for his own purposes, and will not need to make any further entry of these items.

The amount of dollars and cents, however, is essentially the most important part of the report, and it must go into the home office records. A very convenient and satisfactory method of making the entry is as follows:

Let there be assigned, on the right hand side of the cash-journal, a double column headed "Station Checks." One-half of this double column should bear the sub-head "Debit," and the other half "Credit." When a report is received from a station the amount paid for each grain should be entered as a debit to "Station Grain" (or "Station Wheat," "Corn," "Oats," or whatever may be the kind of grain involved), and as a credit to "Station Checks."

When station checks are presented for payment the bank should be required to bring them to the grain dealer's office and receive another check for the total. This amount should then be entered on the cash-journal as a debit to "Station Checks" and a credit to "Bank."

It will always be possible, then, to determine the exact total of station checks outstanding by figuring the difference between the debit and credit sides of the Station Check column in the cash-journal. That will obviate the unpleasant experience of having checks presented when funds are not available to take care of them. Or, rather, it will give the dealer warning that the checks are likely to come in a little in advance of their actual coming.

One factor which experience has shown the station agent must be cautioned about is that of correctness in transcribing. He will not see where this makes any particular difference to himself, and he will grow careless in doing the work unless he is given to understand that it does play a real part in the records of the business. If a mistake is made it will only be necessary for the home office bookkeeper to correct it, but in most cases he has enough to do already while the station man has plenty of time for this simple task on all but a very few days of the year.

The stock accounts will present another point upon which the agent should be given explicit instructions. There can be no excuse for his failure to carry the correct balances forward or for neglect to list and deduct cars as they are shipped, but he may not see the need of this unless it is forcibly brought to his attention.

If this form of report is used in connection with separate-load checks a very convenient and simple system of station accounting will be provided. It can be operated with a minimum of labor and risk of error at both ends of the line, and because it does not involve any intricate points of accounting it can be handled by any fairly intelligent man.

The reports should be provided in original and duplicate in order that the station agent may keep a copy each day for his own record.

THE TURNOVER tax on grain transactions in France will probably be repealed if a suggestion which has been approved by the Finance Com'te of the Chamber is adopted. The tax amounts to 1-1/10 per cent and has proven a burden in branches of business where commodities pass thru numerous hands. It is proposed that the tax paid by millers in respect of dealings in flour be made to suffice and no further tax exacted.

Seeds

THORNVILLE, O.—Roberts & Harpster have opened a seed business here. A new seed cleaner has been installed.

JUNCTION CITY, ORE.—T. G. Williams and D. E. Skirvin have formed the Oregon Seed Co. to deal in seed and feed.

SHERMAN, TEX.—J. H. and J. F. Plangman have purchased the Sherman Grain & Seed Co. and will operate with no change in the name.

BOISE, IDA.—The Courteen Seed Co., Milwaukee, Wis., has designated J. G. Bradley of Twin Falls as its agent in place of C. I. Hahn, Twin Falls.

PARIS, ILL.—The Edgar County Seed Co. has leased a building for five years. Machinery and equipment will be moved to the new location as soon as possible.

A NEW uniform bean contract governing terms of sale, grading and arbitration has been adopted by the Rocky Mountain Bean Dealers Ass'n. It went into effect June 23.

COLORADO SPRINGS, COLO.—The Colorado Pure Seed Show will be held here during the week of Nov. 12. This is the second annual show and competition for prizes will no doubt exceed the previous year.

MINNEAPOLIS, MINN.—At the annual business meeting of the company, Northrup, King & Co. re-elected all of its present officers to serve the ensuing year. C. C. Massie is pres., L. M. King, vice-pres. and treas., C. A. Burnham, sec'y and H. C. Fisher, ass't sec'y.

MADISON, WIS.—The buckwheat acreage in this state is estimated to be 10% less than last year and condition Aug. 1 is 75% of normal. Early sown buckwheat is in good condition, but the late sown is backward because of dry weather in July. The forecast is for 295,000 bus., or 18% less than last year.

BATTLE CREEK, MICH., Aug. 21.—Prospects for plenty of beans is fine. The southern part of the state is especially in fine condition. Had had good rains. From Jackson to the Indiana line, to Battle Creek and south was affected most by the recent storms.—D. R. Agin.

NAMPA, IDA.—Albert Dickinson Seed Co. Chicago, is building a seed warehouse here. The building will be of corrugated iron construction, three stories in height at the front and will slope down to one story in height at

the rear. Cleaning machinery will be installed. Roy Betzer is local manager.

WASHINGTON, D. C.—Timothy seed production is expected to be 33 1/3 per cent less than the crop of last year, reports the department of Agriculture. A cold backward spring, followed by drouth in the most important producing section, caused a marked reduction in the acreage harvested for seed and a decrease in the yield per acre.

WASHINGTON, D. C., Aug. 1.—The condition of various crops on Aug. 1, is given by the U. S. Department of Agriculture as follows: grain sorghums 94.7; broom corn 101.6; alfalfa hay 101.4; millet 104.0; rice 96.1; hay, all 93.0; buckwheat 92.8; timothy hay 90.2; beans 104.8. The total production as compared with last year is as follows: buckwheat 90.0%; rice 78.3%; hay, all 86.3%; grain sorghums 125.0%; beans 128.6%.

JEFFERSON CITY, MO.—Condition of clover is 77%, but favorable for the late hay and seed crop. Alfalfa condition is 86%. Millet is 84% and acreage increased. Cowpeas and soybeans are 88%. Drilled cowpeas and soybeans are only fair on account of weeds, but soybeans and cowpeas planted in rows are good. Grain sorghums prospects are good and will probably improve before harvest.—State-Federal Crop Reporting Service.

LANSING, MICH.—The estimated acreage of buckwheat this year is 60,000; compared with 62,000 last year. There was considerable increase in some sections, but the general labor shortage and heavy farm abandonment caused a smaller total. Condition of the crop on Aug. 1 was 87 per cent or three per cent above the ten-year average. This represents a production of 887,000 bu.—Verne H. Church, agricultural statistician.

TOLEDO, O.—Clover seed ruled strong and sharply high this week, all futures reaching new higher levels. Some fresh investment buying, together with short covering and light offerings, caused the big advance. There was some profit taking on the scale up, but offerings were readily absorbed. Do present prices largely discount crop damage and shortage in acreage? France continues to report excellent crop prospects. This will probably be an important factor in the market later.—Southworth & Co.

GREAT FALLS, MONT.—Prospects for a seed crop of alfalfa is still uncertain, but most of the reports are unfavorable. Some of the valleys where the best seed is grown were flooded in the early summer and crops will be about one-third of last year. A few localities report very good seed crops. The crops of fine seed quality of oats and barley of all varieties will be better than for several years.



"Lazy Man's Patch" Burr Clover at Burr Clover Farms, Rock Hill, S. C.

The hullless barley, both blue and white will, we believe, show a big gain this season.—Barkemeyer Grain & Seed Co.

TOLEDO, O.—Persistent reports of small crop prospects, accompanied by buying orders for "futures" caused a recent advance about \$2.00 per bu. in red clover. These reports are coming in from nearly all the usual producing states of the middle west. In many cases the large shippers of seed from these sections are now asking prices for seed deliver to them for their next spring's requirements. This fact in itself would indicate that we are to face a serious shortage of red clover the coming spring, unless more favored sections are able to supply enough surplus to offset this deficiency.—The Crumbaugh-Kuehn Co.

SPRINGFIELD, ILL., AUG. 1.—The buckwheat acreage is estimated at 6,000 acres, or the same as last year. Condition Aug. 1 is 95% or indicative of a crop of 105,000 bu., compared with 84,000 last year, and an average of 78,000 bus. Soybeans and cowpeas are very favorable crops. Soybeans on double the acreage of last year promise an exceptional crop. The condition is 92%, compared with 91% last year and 80% on the average. Cow peas condition is 88%, compared with 89% last year and 81% average. The condition of other crops is given as follows: millet 83%; grain sorghum 84%.—A. J. Surratt, agricultural statistician.

CAMP POINT, ILL.—The second crop of red clover and mammoth clover is almost a complete failure. We had a nice growth and a good bloom but the clover midge took all the seed, so it contains no seed at all. There is some little still growing which we do not know whether it will fill or not. The first crop was mostly cut for hay due to high prices for hay. There will be less clover seed here than there has been for several years. Alsike clover seed is not grown here very extensively and is also a small crop. Timothy seed is less than other years owing to the high price of hay, together with reduced acreage. Wet weather is delaying threshing some. Estimate yield on all field seeds will be far below the ten year average.—William Vollbracht, William Vollbracht Co.

TOLEDO, O.—Clover seed market has devel-

oped into a case of one bull chasing another. Short interests have been punished and are now watching on. Europe is showing interest. Cable offers are coming. Fresh bulls say shortage in clover acreage will be overcome this spring by free sowing and with reduction of wheat acreage additional clover acreage will be put in. Present prices at Toledo reflect \$15.50 to the buyer in the interior. Old prime clover inclined to drag. Farmers may be restricted in sowing red clover by the price. Longs who bought early expecting this August bulge evidently feel more bullish than ever. Clover is up three dollars from the low. Don't be a hog. Somebody may have their bristles clipped. Undertone easier. Price of timothy is not high. Had there not ought to be a good cash demand before long? Country offerings are very moderate.—C. A. King & Co.

ROUMANIA'S wheat crop is estimated by the International Institute of Agriculture at Rome at 106,556,000 bus.; compared with 82,582,000 bus. last year. The increase is nearly 29 per cent. Barley production is estimated at 82,673,000 bus.; compared with 84,710,000 bus. last year. This is a decrease of 2.5 per cent, despite the fact that the barley acreage is 4 per cent greater than last year. Oats production is estimated at 68,894,000 bus.; compared with 86,130,000 bus. last year. This is an increase of about 20 per cent.

WE are coming to see that we are dependent upon commercial and industrial prosperity, not only for the creation of wealth, but for the solving of the great problem of the distribution of wealth. There is just one condition on which men can secure employment and a living, nourishing, profitable wage, for whatever they contribute to the enterprise, be it labor or capital, and that condition is that some one make a profit by it. That is the sound basis for the distribution of wealth and the only one. It cannot be done by law, it cannot be done by public ownership, it cannot be done by socialism. When you deny the right to a profit you deny the right of a reward to thrift and industry.—Pres. Coolidge.

New Harvester May Increase Growth of Bur Clover.

A machine for gathering clover seed, especially bur clover, has been perfected by A. F. Ruff, proprietor of the Burr Clover Farms. It will do more than the work of 100 men in a day as it gathers 150 to 300 bus. per hour.

The device is motor driven and operates on the suction plan. A big fan is driven by a gas engine and the seed is sucked up and blown into a wire covered wagon in the rear. Steel runners below the mouth of the suction intake prevent vines and heavy trash from being gathered. With slight changes in construction the machine can gather crimson or red clover at the rate of \$2 in seed value per minute, leaving the vines and stalks on the land.

Farmers in bur clover territory will be encouraged to grow the clover since the machine has been invented. Heretofore, harvest of the bur clover crop consumed six weeks at a time when harvest hands were very scarce and for that reason many farmers did not raise it. The crop can now be grown and harvest can be accomplished in one or two days with a minimum of help. The land can then be plowed under for corn, cotton or other summer crops.

The department of agriculture advises that, for the south especially, bur clover is the cheapest legume that serves as a winter cover crop. There are 37 varieties, but stress two varieties, namely, southern bur clover (*medicago arabica*) and toothed or California bur clover (*medicago hispida denticulata*).

Mr. Ruff began experiments with bur clover about 25 years ago, and 15 years ago originated what is now known as early southern bur clover. It is similar to southern bur clover, but makes a very much more vigorous growth as to vine, size of pods and seeds. It blooms as early as March 10 and matures 30 to 60 days earlier than other varieties. This variety is shown to the left in the illustration herewith.

Cattle will eat bur clover. It is Mr. Ruff's experience that cattle or hogs can be more profitably grazed on it than any other pasture winter or summer. Bur clover and bermuda grass make a wonderful combination for permanent pasture. When sown for pasture the seed will often lie without sprouting for several years and when it does grow it will grow in bunches. Once started, however, it will spread and grow each year without re-seeding.

A good demand exists for the seed and farmers who raise it ship to every state in the United States and receive from \$1 to \$1.50 per bu. A yield of about 100 to 500 bu. is obtained from an acre, depending upon conditions at time of harvest. Heretofore the trouble has been with the harvest, as an exceptionally good worker could gather only 50 bus. per day and many weeks were required to harvest a good crop. The new machine will allow the farmers to harvest their crops in a few days and turn the ground to other crops.

The harvester is patented, but anyone requiring information as to its structure can secure aid from A. F. Ruff, bur clover farmer, who is willing to assist anyone who wishes to make a machine for his own use.



Left: Southern Burr Clover (Improved Medicago Arabica); Center: Southern Burr Clover (Medicago Arabica); Right: Toothed or California Burr Clover (Medicago Hispida Denticulata).

THE UNITED STATES should create a national wheat corporation which would establish a basic minimum price for all American wheat and employ other measures to stabilize the wheat market, declared I. A. Madden, farm advisor of Sangamon County, Ill. To save the farmer from ruin, the practice of allowing the surplus of wheat to set the price must stop. When wheat is offered at the basic price then the corporation would buy wheat to keep it from going to lower prices, he continued. Ideas such as Mr. Madden's must burst like a bubble when applied actually. Start a wheat corporation to save the farmer, and we would have 57 varieties of industries clamoring to the government for similar aid; and what's more, they would have a right to expect it.

The Grain Futures Act

By Albert W. Orr, A. B., L. L. B.

The passage of the Grain Futures Act by the 67th Congress, approved Sept. 21st, 1922, places before the American public in general and the personnel of one of its main industries in particular a very interesting piece of legislation. Many citizens highly in accord with the principles of a democratic government are not enthusiastic with reference to the seemingly increased tendency toward the establishment of a bureaucratic government. However, Bureaucracy and Democracy go hand in hand. Not only are they not an enmity one with the other, but one is the natural outgrowth of the other.

The leaders of industry in this country are not indisposed to governmental regulation where such regulation is necessary. There are many enterprises so fraught with public concern and interest as to take them out of purely private classification, and give the public a quasi-partnership therein, to such extent at least as to demand the protection of these public rights by law. That all men do not agree as to when this line of demarkation is reached, leading to wide differences of opinion and even hotly contested argument, must in no manner be taken as reflecting upon a proper sense of patriotism.

With the passage of the Grain Futures Act we have another Bureau, or Department of Government, seeking to control in the interests of the public certain phases of an industrial field, namely, trading in grain for future delivery on boards of trade throughout the country. The Act recently passed is a second attempt at enactment of legislation that would stand the test not only of practice, but of court decision. That the Supreme Court of the United States, by a majority opinion of 7 to 2, has affirmed the legality of this piece of legislation stamps it as a thing of permanency so long as it may choose to remain a part of our federal law. The days of argument are past, the Act is here, the Bureau created as a division of the Department of Agriculture, and the industry and the public will view with interest the processes of its enforcement.

There seems to have arisen in the minds of certain portions of the public that trading in "futures" is synonymous with "playing the board," bucket-shopping, and other practices of ill repute. That there is no connection may seem strange to relate. To attempt a bucket shop transaction on a regularly organized Grain Exchange, that is, a transaction in which there is not contemplated an actual delivery of the commodity, or in which there is a dealing purely in fluctuations in market price, is a violation of the rules punishable by suspension and expulsion from the Exchange.

It is doubtless this view of trading in futures that has given foundation for an interesting paragraph in the early portion of the Act, a sort of preamble, in which it is sought to clothe with public concern trading in futures on grain exchanges; that thru this avenue of approach markets are or may be manipulated, prices fluctuated suddenly and to an undue degree. All of which is detrimental to producer and consumer, and hence to the public welfare.

It would hardly seem necessary that legislation, state or federal, should be enacted in order to protect one against the other, or the public from both. That there is keen competition for business among merchandisers and commission men is indicative of a healthy physical condition. Sure enough it is that "competition is the life of trade." In fact, when competition ceases it is suspicious that monopoly is getting in control, and it was to insure against this industrial situation that the Sherman Anti-Trust Law was spread upon our statutes.

The Futures Act does not in any manner illegalize future trading. It does not seek even to curtail it. The Department has come to

recognize that trading in grain for future delivery and hedging as a means of insurance are necessary and important features of our grain marketing machinery. No commodity is handled on so narrow a margin of profit as grain, and none is more responsive in price fluctuation to the influences of supply and demand. This argues well for the soundness of basis upon which the great terminal grain markets of the country are operated. This narrow margin of profit is possible only because the trader is protected against probable loss in handling by hedging. In other words, the so-called element of "speculation" is to a large degree eliminated.

Not only is any attempt at market manipulation and control contrary to the rules and regulations of all boards of trade, but such control or manipulation is so far removed from the probable as to class it as impossible, especially with a broad market. It is probably true in exceptional instances, under abnormal conditions and a narrow market attempts at manipulation have been made. But these are so rare as to be negligible. Such attempts are not incident to a normal grain market. It would seem, therefore, that since manipulation is in violation of the rules of the exchanges and of infrequent occurrence, that there is invocable an adequate remedy at law, making unnecessary an elaborate national bureau to guard against infraction.

Coupled with the assumption that trading in futures is an act of national public interest, is the apparently settled fact also that grain enroute thru terminal markets is interstate in its movement. Its lodgment for a time in storage is but a stoppage in transit. Transactions in the pit are also mere incidents in the transitory movement of the commodity. The grain itself is yet to reach consumer, in the form of cereals, flour or other food product. The middle western states constituting the fields of greatest production are the fields of least consumption. The converse is likewise true; producer and consumer are rarely neighbors to each other, a situation which obtains almost throughout the realm of human needs. The principle that one inevitably seeks the other and that they are mutually dependent for existence, brings to point that a reasonable and livable rate of transportation lies at the root of the problem.

In the enforcement of the Grain Futures Act the Government has opportunity, thru a proper selection of its agents, to evidence a spirit of friendly cooperation with the trade that will insure a more smoothly running unit of machinery. Certain it is that the Exchanges of the country are falling into line with requirements set out in the Act to bring them within the purview of a "contract market". It is up to the Dept. of Agri. to deal on a broad basis, not only to secure the best results with the least friction, but to popularize the Bureau among the trade in which it has come to live. It must be borne in mind that there are already in the grain industry men of ability and long years of experience, who are as anxious as is the Government to see that producer and the public receive fair and liberal treatment. Throughout the country are organized grain exchanges, boards of trade, whose economic and efficient operation are the result of years of study and experience, with the aim that the interdependent interests of producer and merchandiser be protected and advanced. The coming together of these two functionaries with a common purpose will be of concern to the public in whose interest the jointure has been deemed advisable.

That there was nation-wide opposition to the passage of the Bill is common knowledge, but having given to Congressional Committees the

benefit of such knowledge as possessed by delegated representatives of the Exchanges, there is now a disposition to abide by the will of the majority. Altho active opposition to the so-called Capper-Tincher law is now a thing of the past, it must not be taken as evidence that there is a complete change of opinion that the Futures Act is the panacea for evils which the Act's enthusiasts have convinced themselves exist.

First is the mooted question whether any real danger of manipulation and control do in fact exist, coupled with the alternative that if they do, whether they are not so remote as to be less of an evil than the enforcement of the Act itself. Whether the cure may not be worse than the disease. Any legislation that decreases the volume of business or narrows the market only accentuates that which is sought to be prevented. It is volume of business that makes possible the low margin of profit upon which the trade can afford to handle the producers product; the narrowing of a market as to number of trades made only helps to make manipulation easier.

It has been contended that Boards of Trade are closed corporations, legislating against representation on its membership of grain growers associations. My observation of the practice of at least one of the great terminal market exchanges, and familiarity with its published rules and regulations is that not only is there no provision against admission of representatives of producers, but it is a fact that representatives of cooperative associations held memberships on this Exchange long before the passage of the Futures Act. Similar cooperative memberships are doubtless held in other grain exchanges of the country. Exchanges do insist, however, and rightfully, that when cooperative ass'ns are admitted to membership they shall come in on the same basis of admission fee and agreement to abide by the regulations of the Exchange as is demanded of every other member. To do otherwise would be discrimination, resulting in no benefit to the cooperative associations, and certainly tending to demoralize the efficient operation of the Exchange.

It must be borne in mind that an unlimited admission into the exchanges of the producing end of grain merchandising tends to overbalance the normal level of the market. Likewise also would the converse of this be true, where the consuming of buying element is over-emphasized. In other words, a normal and efficient market is based upon evenly balanced agencies for buying and selling. It is but practical experienced judgment that has prompted directorates of Boards of Trade to maintain this proper equilibrium in the interests of all concerned, producer and consumer alike, and to maintain that the Exchange should have the right to make such rules for admission to its membership as experience has proven wise and salutary, applicable to all alike.

Experience is a great teacher. For a time many leaders of public opinion and legislators were convinced that trading in grain for future delivery was the root of all probable evil in that field. Time and a closer study not only reversed this opinion, but brought to their understanding that futures trading and hedging were fundamental. So much so in fact that the national Act in question recognizes it as a legitimate and necessary functioning factor in grain marketing. It operates as a safety valve against wide and sudden fluctuation. Witness the period of the war, when trading in grain for future delivery was temporarily suspended. History has never recorded more abnormal grain prices, or wider and more sudden fluctuations.

Since original theory as to phases has undergone revision under the influence of a practical understanding, it is probable also that time and experience may render advisable amendments and changes in the Act, if not an eventual repeal.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Los Angeles, Cal.—Balfour, Guthrie & Co. moved their offices to the Union Oil Bldg. to enlarge quarters.

San Francisco, Cal.—The Sperry Elvtr. & Storage Co. increased its capital stock from \$25,000 to \$250,000.

Chico, Cal.—Jacob Gansen, grain dealer and warehouse operator, was stricken with paralysis Aug. 13. He was removed to a hospital.

Sycamore, Cal.—N. S. Stewart received a twisted and sprained right elbow while working in a grain elvtr. and his hand caught in the belt. No bones were broken.

Los Angeles, Cal.—In addition to the 200,000-bu. elvtr. we are building, there will also be a two-story brick and mill construction warehouse to contain approximately 40,000 square feet floor space. A one-story brick office building will be 30x60 ft.—California Milling Co.

CANADA

Fort William, Ont.—The Bole Grain Co., Ltd., of Winnipeg, has taken over the Mutual Elvtr. Co., Ltd.

Calgary, Alta.—The Western Canada Flour Mills Co., Ltd., has let contract for a 150,000-bu. annex.

Current River, Sask.—The Saskatchewan Co-op. Elvtr. Co., Ltd., will erect a flour mill of large capacity.

Swift Current, Sask.—Pidgeon & Newsome, operators of the flour mill here, are building a 30 to 40,000-bu. elvtr.

Vancouver, B. C.—The additional 700,000 bus. unit of the government elvtr. will be completed by Oct. 1. It increases the capacity to 1,000,000 bus.

Winnipeg, Man.—The Smith & Murphy Grain Co. has purchased the Reliance Elvtr. Co. of Canada for \$500,000. The Reliance company operates 35 elvtrs. in Saskatchewan.

Edmonton, Alta.—I left the employ of the Gadsby Farmers Elvtr. Co., Gadsby, Alta. on June 1 and am now employed by James Richardson & Sons, Ltd.—Ray S. Drake.

Port Colborne, Ont.—The government will build a \$350,000 addition to the government elvtr. at this place. Bids are to be asked at once. The new addition will give the house 3,000,000 bus. capacity.

Portage La Prairie, Man.—The owners of the Metcalf milling interests plan to rebuild the mill which was burned over a year ago. Work has started on a 250-bbl. rolled oats mill. Modern machinery will be installed.

Winnipeg, Man., Can.—The Board of Grain Commissioners held a meeting at the City Hall, Aug. 22 at 11 a. m. and heard arguments on tariff of charges and rules and regulations governing public terminal elevators for 1923-4. Arguments were also heard on tariff of charges and rules and regulations covering public country elevators for 1923-4.

Fort William, Ont.—Work on the annex of the Western Terminal Elvtr. is progressing rapidly and it will be completed by Sept. 1 in time for the new crop. Work is also being pushed on the Stewart and Bawlf elvtrs. at Thunder Bay. The concrete tanks are expected to be completed by Oct. 1, while the two workhouses are near completion now.

Calgary, Alta.—J. Bennett, formerly supt. of the government elvtr. at Vancouver, has been appointed representative of the Grain Commission here, and will have charge of details of grain from the Calgary elvtr. passing thru Vancouver. A temporary office has been opened at Vancouver to clear up the Grain Commission work in connection with administration of the elvtr. at that place. The harbor board now has the administration of the elvtr.

COLORADO

Denver, Colo.—The Farr Produce Co. of Greeley have filed application for membership in the Grain Exchange.

Denver, Colo.—John Walsh, mgr. Crowell Elvtrs., purchased two memberships in the Grain Exchange at auction.

Pueblo, Colo.—The grain tanks of the Puella Flour Mills are being repaired. They had cracked under a heavy load of grain.

Edith, Colo.—The Archuleta Milling & Elvtr. Co. has been incorporated by J. N. Archuleta, Francisco Gomez, B. Hernandez and J. P. Archuleta, with a capital stock of \$100,000. The company will build and operate a flour mill here.

Nunn, Colo.—The Nunn Farmers Co-op. Elvtr. Co. was given judgment for \$952 recently at Greeley against George Crosselman, former mgr. and now engaged in the insurance business at Boulder. Crosselman was charged with having misappropriated funds of the company, but these charges were dropped after testimony in the case exonerated him, and it was shown that he had never contended against payment of the amount involved in the judgment, but it is said that he offered to pay it two years later.

IDAHO

Roy, Ida.—The Sperry Flouring Mills Co. have a buyer at this station.

Fairfield, Ida.—W. E. Emerson is mgr. of the Fairfield Elvtr., operated by the Colorado Mlg. & Elvtr. Co.

Caldwell, Ida.—Jesse Brandt, formerly mgr. of the Nampa Elvtr. Co. at Nampa, is now mgr. of the Caldwell Mlg. & Elvtr. Co.

Paul, Ida.—We increased our capacity about 8,000 bus. by building ironclad crib bins and raising the roof of the present house 10 feet.—M. E. Watson, Watson Mill & Elvtr. Co.

Soda Springs, Ida.—Victor Mouritsen and L. J. Anderson have taken over the flour mill of N. E. Snell. They are making extensive changes in the mill and expect to have it in excellent order before the crop moves.

Deary, Ida.—We have purchased the warehouse and elevator from the Farmers Warehouse & Elvtr. Co. and expect to do a general grain and feed business. W. A. Bower is pres; B. W. Dennis, sec'y; J. F. Waide, mgr.—Deary Grain Co.

Montpelier, Ida.—Work on the new flour mill of the Miles Milling & Elvtr. Co. is progressing, the last of the concrete being poured recently. Machinery from the old mill, not operated now, will be used in the new plant, together with considerable new equipment. The mill will be four stories in height, reinforced concrete thruout.

Pocatello, Ida.—A conference was held under supervision of the Chamber of Commerce to consider the organization in southern and southeastern Idaho of a terminal elevator and warehouse district under provisions of a new law passed in the 1923 legislature. Under the law counties included in the proposed district must declare their intention with regard to the law before Sept. 1, 1923, in accordance with resolution adopted by the board of county commissioners.

Genesee, Ida.—The Pacific Coast Elvtr. Co. has repaired and leveled the floor in their warehouse. J. Wicks is mgr. The Seattle Grain Co. has built a new driveway to one house and repaired another. W. D. Woodard is mgr. The Farmers Union have graveled the approach to their elevator and have added a Bowsher Feed Grinder to their equipment. The M. P. Miller Mlg. Co., successors to the old C. E. Wood Co., is planning on placing a new distributor in their elvtr., besides building a new scale. They also built a new driveway to their house recently rented to the Vollmer Clearwater Co. D. E. Thomas is mgr. The Vollmer Clearwater Co. is represented by H. Potter.

ILLINOIS

De Kalb, Ill.—The Conlin Elvtr. is being painted.

Maple Park, Ill.—W. F. Reynolds is no longer mgr. of the Armour Grain Co. here.

Timewell, Ill.—E. E. Nelson has purchased one-half interest in the Clayton Grain Co.

Birkbeck, Ill.—Work on a new elvtr. here has been completed. D. C. Johnson had the contract.

Bath, Ill.—Frank Martin is mgr. of the Farmers Elvtr. Co., succeeding Henry Heye, who recently died.

Scarboro, Ill.—Nels Larson of Brett, Ia., has succeeded Will Herrmann as mgr. of the Scarboro Elvtr. Co.

Maquon, Ill.—F. S. Brooks of Altona is temporary mgr. of the Farmers Elvtr. Co. during the illness of T. Melton.

Potomac, Ill.—J. Reeves and C. Reeves will open the Flavo Flour Mill which has been closed for several years.

Forrest, Ill.—The receiver's sale of the elvtr. and property of Rudd & Singleton was scheduled to be held Aug. 25.

Walshville, Ill.—Lightning struck the elvtr. of the Farmers Grain & Live Stock Co. on Aug. 6 inflicting slight damage.

Hamilton, Ill.—I have purchased an air blast loader and intend loading grain from here and at Elvaston.—C. O. Cochran.

Bentley, Ill.—The Bentley Farmers Elvtr. Co. incorporated for \$20,000. Incorporators are Gus Kuhlman, Wm. Fecht, E. W. Powell.

Ellsworth, Ill.—Oth R. Demus is now owner of our plant here, having purchased ½ interest of Fred Bartscht.—Ellsworth Grain Co.

Coulterville, Ill.—Our new elvtr. here is completed. It has 9,500 bus. capacity.—Ira E. Lively, mgr., Farmers Co-op. Elvtr. & Whse Co.

Cornell, Ill.—An addition to the elvtr. of H. E. Crum is being built. It will give his elvtr. a capacity of 40,000 bus. Geo. Saathoff is doing the work.

Minonk, Ill.—U. B. Memmen of U. B. Memmen & Co. was run over and severely injured Aug. 12 on the Stoddard highway. A speedy recovery is hoped for.

Dickerson (Lotus, p. o.), Ill.—W. H. Allen has purchased Reardon & Harmon's elvtr. here and will operate under the name of W. H. Allen & Co.

Decatur, Ill.—We have become correspondents for Bartlett, Frazier & Co., Chicago, having given up the J. E. Bennett & Co. wire.—Stevens Grain Co.

Ancona, Ill.—While fitting a grain door to a box car, J. D. Hepler, grain dealer, fell to the ground and broke his left wrist and cut a gash on his forehead.

Danville, Ill.—J. W. Spencer has leased the flour mill which he formerly operated for the Farmers Milling & Elvtr. Co. It will be continued under the same name.

Bloomington, Ill.—The Illinois Feed & Elvtr. Co. has purchased a lot here, near the Armour Grain Co.'s office from J. A. Peters. The company plans to erect an office here.

Morris, Ill.—J. H. Schumacher has resigned, effective 30 days, as mgr. of the Farmers Square Deal Grain Co. He will go to Amboy where he has purchased an elvtr.

Strasburg, Ill.—Under a plan whereby 100 farmers will purchase shares at \$200 each, farmers here will build a co-operative grain elvtr. Seventy-five signers have been secured.

Morris, Ill.—John McLuckie will succeed J. H. Schumacher as mgr. of the Farmers Square Deal Grain Co. on Sept. 1. He is resigning as mgr. of the elvtr. of M. Wheeler at Long Point.

Amboy, Ill.—J. H. Schumacher, who recently purchased C. A. Fenstaker's elvtr. here will operate it as soon as his resignation as mgr. of the Farmers Square Deal Grain Co. at Morris is effected.

Fisher, Ill.—The elvtr. of the Farmers Elvtr. Co. burned at 4 a. m. Aug. 9, together with 1500 bus. of wheat and oats. The loss was \$20,000, \$18,000 insured. Plans for rebuilding are under way.

Findlay, Ill.—The building occupied by the Findlay Grain & Feed Co. burned recently and caused a loss of \$3,000. Insurance on stock was \$2,925. Kelley and Leslie Durbin of Taylorville are owners.

Steward, Ill.—The Steward Grain & Lbr. Co., Inc., incorporated for \$20,000 to deal in grain, livestock and lumber. Incorporators are Roy J. Railsback, Wm. E. Culbertson, E. M. Wayne, Lee W. Railsback.

Wetzel (Edgar, p. o.), Ill.—The F. L. Kidder & Co. interests have added another to their list of grain buying stations. They have taken over the elvtr. of Chas. Wetzel here, a few miles from Paris on the Big Four.

Havana, Ill.—Anson Low, formerly engaged in the grain business at Havana, died recently at the home of his son in Los Angeles. The elvtr. he operated is now owned by Turner Hudnut Co., but was run formerly as Low & Foster.

Kemp, Ill.—The new elvtr. being built for T. E. Hamman by Geo. Saathoff is about completed and ready for operation. It is 80 ft. high and has a capacity of 50,000 bus. in the main building and a storage crib annex with a capacity of 20,000 bus. A 40-h.p. gas engine furnishes the power.

Weston, Ill.—Lightning struck our elvtr. Aug. 7, came down the loading spout and tore off some weather boarding. One bolt came down the rain spout and set fire to the gasoline house. It burned with 250 gallons of gasoline loss.—W. W. Luhring, mgr., Weston Grain Co., Co-operative.

Lee, Ill.—J. R. and W. F. Reynolds have purchased the business of the Armour Grain Co. and will operate as the Lee Grain & Lbr. Co., with W. F. Reynolds as mgr. He was mgr. of the Armour Grain Co. at Maple Park previously. J. R. Reynolds is mgr. of the Paw Paw Co-op. Grain Co. at Paw Paw.

Hammond, Ill.—Lon Chenoweth, employed at the elvtr. of the Hammond Co-op. Elvtr. Co., narrowly escaped serious injury Aug. 14 when his overalls caught on a revolving shaft while stepping over the shaft. The machinery was stopped before he was seriously injured, but he suffered severe bruises on his legs.

CHICAGO NOTES.

Col. Elias R. Hord, 85 years old, who was on duty at the south entrance of the Board of Trade for many years, died Aug. 12 at his home in Maysville, Ky.

Samuel Powell, mgr. of the Board of Trade clearing house for 39 years and associated with the board for 50 years, died Aug. 20, after brief illness at the age of 78 years. His son, Frank, is the only survivor.

J. J. Badenoch Co. has made arrangements to handle the Chicago business of Harrison, Ward & Co., Bloomington, which company is to become the correspondents of J. J. Badenoch Co. at Peoria, Decatur, Sullivan and Bloomington. Harry E. Todd, formerly with Harrison, Ward & Co., enters the service of J. J. Badenoch Co. Sept. 1.

By a ballot vote, members of the Board of Trade on Aug. 14 adopted five changes to the rules of the exchange. Section 33 of Rule 4 was amended so that solicitors in foreign countries, except Canada, may be in the employ or service of more than one employer. Section 4 of Rule 14 was changed so that the rate of commissions to non-members is increased from five-sixteenths cents to three-eighths cents per bu.; the rate to members remaining at one-quarter cent per bu. Section 3 of Rule 23 was amended to read, "No member shall attempt to manipulate prices of commodities or corner or attempt to corner any grain, and any member who shall knowingly or intentionally violate the provisions of this section shall be suspended or expelled at the discretion of the board of directors." This amendment gives the board of directors discretionary power to expel or suspend members for violation of the rule. Heretofore the board had power only to suspend the violator for as long a period as the gravity of the offense warranted. Clause C of Section 8 of Rule 14 has the following sentence added: "Every member shall file with the Secretary the name of the firm or corporation upon which he wishes to have his membership confer the rights to members' rates." One membership secures members' rates to only one firm or corporation. An amendment to Section 2 of Rule 21 on deliveries when and where made gives the board of directors power, by regulation, to require every member or representative to inform the secretary of the kinds and quantities of property he will deliver during the delivery session.

INDIANA

Fairmount, Ind.—We are not handling grain now—Chas. F. Naber.

Hoagland, Ind.—The mill of L. P. Hartzell burned Aug. 8, causing a loss of \$25,000.

Mt. Vernon, Ind.—The Home Mill & Grain Co. increased its capital from \$50,000 to \$200,000.

Leopold, Ind.—The flour mill of John Genet was struck by lightning Aug. 5 and burned. The building is a total loss.

Onward, Ind.—We are covering the wood part of our elvtr. with galvanized iron clad siding material.—Onward Grain Co.

Geneva, Ind.—The Geneva Mfg. & Grain Co. has changed from electric power and installed a 50-h.p. semi-diesel crude oil engine.

Worthington, Ind.—The Pioneer Elvtr. Co. incorporated with a capital of \$10,000. Directors are Earl R. White, Arthur G. McCain, and Alta White.

Fountaintown, Ind.—The elvtr. of W. D. Springer has been sold to J. H. Snider and Kinney Grain Co. The sale was made by Claybaugh & McComas.

Goshen, Ind.—The Goshen Mfg. Co. incorporated for \$50,000. Directors are F. E. C. Hawks, H. H. Gortner, Calista H. Gortner, E. W. Hawks, and H. A. Hawks.

Enos (Morocco, p. o.), Ind.—The elvtr. of Mark Templeton was purchased by W. C. Atkinson and Jno. Colborne of Morocco and the former has been mgr. since the first of July.

Fort Wayne, Ind.—H. R. Pace, formerly mgr. of Lamson Bros. & Co. branch at Lafayette, has succeeded R. G. Williams as mgr. at this place. Mr. Williams will travel for the firm.

Dana, Ind.—The American Hominy Co. has leased Gilbert & Son's elvtr. here. Wm. C. Cooke of Quaker is active mgr., but the elvtr. is under the control of D. P. Williams of Newport.

Bourbon, Ind.—The elvtr. of the Delp Grain Co. will be taken over by Peter Jan Kowski of Cass County, Mich., about the middle of Sept. A son of Mr. Kowski will be associated with him.

Indianapolis, Ind.—The Indiana Millers Ass'n will hold its annual meeting here Thursday, Sept. 20, at 10 a. m. An interesting and instructive program is being planned by Sec'y Chas. B. Riley.

Evansville, Ind.—The Ohio River Elvtr. Co. recently formed by C. H. Vincent, Nashville, Tenn., and S. B. Bell, will have its headquarters here. A \$25,000 elvtr. is contemplated to be built at Rahm Station, near Evansville.

Morocco, Ind.—I have succeeded W. C. Atkinson as mgr. here. Mr. Atkinson and Jno. Colburne purchased the elvtr. at Enos, Ind., some time ago and the former has been operating same since July 1st.—C. O. Hawkins, mgr. Morocco Grain Co.

Newcastle, Ind.—The elvtr. of Martin & Martin was damaged by fire Aug. 2. The blaze started from friction on a pulley and did damage estimated at \$5,000, fully covered by insurance. Feed stored in a bin on the main floor was thoroughly soaked by water.

New members of the Indiana Grain Dealers Ass'n are Centerton Grain Co., Centerton; Midway Elvtr. Co., Colfax; Lochiel Farmers Elvtr. Co., Fowler; Geabes Bros., Clay Center; Davis Grain Co., Judyville; Fountain Grain Co., Attica; American Hominy Co., Shelbyville; Campbell & Duncan, Fillmore.—Chas. A. Riley, sec'y.

Farmers, Ind.—T. H. Reed & Son's elvtr. here on the Big Four railroad is closed following a collapse of the elvtr. and equipment recently. About 8,000 bus. of grain was in the elvtr., which was too heavy for the structure. About 3,500 bus. was thrown on the ground and the interior of the building was wrecked. Rich Reed, owner of the elvtr., said it was impossible to remodel the building and he is contemplating rebuilding. Farmers is not a postoffice, the firm's headquarters are at Rushville.

IOWA

Lafayette, Ia.—The new elvtr. here is nearing completion.

Rock Rapids, Ia.—Farmers are forming a co-operative ass'n here.

Bouton, Ia.—J. DeVilbiss has taken a position with an elvtr. here.

Hills, Ia.—Chris Skarrup is the new mgr. of the elvtr. of Hardy & Griffin.

Judd, Ia.—L. E. Baughman, formerly of Vincent, has moved to this place.

Emmetsburg, Ia.—E. J. Ruddy has resigned as mgr. of the Farmers Elvtr. Co.

Greenville, Ia.—W. J. Skewis & Co. have installed a Hall Distributor in its elvtr.

Cooper, Ia.—Jay Thorp has succeeded A. E. King as mgr. of the Farmers Elvtr. Co.

Geneva, Ia.—Q. G. Mellen, formerly at Goodell, is now mgr. of the Farmers Elvtr. Co.

Audubon, Ia.—The Audubon Co-op. Exchange is bankrupt. Indebtedness is about \$24,000.

Atalissa, Ia.—The Davenport Elvtr. Co. has purchased the Merchants Elvtr. Co. here.

Lewis, Ia.—A new truck dump has been installed in the elvtr. of the Farmers Elvtr. Co.

Emmetsburg, Ia.—A. K. Emrich will again manage our branch office here.—Fraser-Smith Co.

Milo, Ia.—Mr. Irwin of Kellerton has bot the Sigler Lbr. & Grain Co. here. He will take charge Sept. 1.

Des Moines, Ia.—R. C. Pierce now represents the Armour Grain Co. here, having been transferred from Hastings, Neb.

Ryan, Ia.—The elvtr. of the Ryan Co-op. Shipping Ass'n burned with contents Aug. 16. The fire was caused by lightning.

Earlham, Ia.—F. B. Miller is the new mgr. for the Farmers Elvtr. Co., taking the place of C. P. Lathrop, who resigned July 1st.

Le Mars, Ia.—Lightning set fire to the elvtr. of the Farmers Elvtr. Co. July 31. Prompt work with extinguishers prevented large loss.

Ryan, Ia.—The elvtr. of the A. W. Savage Lbr. Co. was struck by lightning and burned. Loss is estimated at \$3,000, \$500 insurance.—J.

Indianola, Ia.—The Farmers Elvtr. & Feed Co. incorporated for \$30,000. Incorporators are F. L. Lester, J. E. Houghtaling, and John Piffer.

Algona, Ia.—Burward McDonald of Burt took active charge on Aug. 5 of the elvtr. and coal business of P. G. Davis which he recently purchased.

Manson, Ia.—The Nelson Elvtr. Co. is the new name of company which succeeds Hakes & Nelson. I purchased the interest of A. Hakes in the firm.—A. M. Nelson.

Persia, Ia.—E. A. Bowles who recently purchased the elvtr. of the Armour Grain Co. has taken charge of the plant. The company will be known as the Bowles Grain Co.

Ferguson, Ia.—The Ferguson Grain Co. incorporated for \$10,000; pres., Fred Butler; v-pres., W. Gummert; treas., Fred D. Lutes; sec'y, A. S. Cooper; other directors, A. T. Idso, C. J. Handorf and D. A. Miller.

Deep River, Ia.—The Deep River Farmers Union incorporated with capital of \$20,000 to conduct a grain, feed, and flour business. LeRoy Crawford is pres., Chas. Simmerman, vice-pres., and E. A. Cheney, sec'y-treas.

Amana, Ia.—The flour mill, elvtr. and woolen mill of the Amana Colony were burned Aug. 11 with loss estimated at \$250,000. The mill and elvtr. were of wood construction, the mill being four stories in height. They will rebuild.

Danbury, Ia.—Friction by a leather drive belt almost set fire to the elvtr. of M. Burke. Smoke came out of the top of the elvtr. and when the fire department arrived it found the belt badly scorched.

Iowa City, Ia.—Thieves obtained \$118 in checks, \$6 in change and 22 city scale tickets when they broke into the elvtr. office of Geo. Katzenmeyer. A broken window and indications of tampering with the safe were the only clues.—J.

Pomeroy, Ia.—It was the annex to the Farmers Elvtr. Co. here that collapsed letting over 2,000 bus. of corn out on the ground. It happened in the evening and that night a heavy rain fell, doing a great deal of damage to the corn.—Malcolm Peterson.

Des Moines, Ia.—Three suits against J. E. Reid, receiver for the Planters Terminal Elvtr. Co. have been filed for recovery of \$1,500, \$300 and \$300. Each plaintiff alleges that Willard Foster, stock salesman, used fraudulent means to induce him to buy the stock.—J.

Orient, Ia.—The grain, coal and feed business of Summer White has been sold to John and Lloyd Johnson and O. A. Tuttle of Greenfield. The firm name will be Johnson & Tuttle. Mr. Tuttle will be mgr. of the firm, having formerly been ass't mgr. of the Farmers Co-op. Co. at

Greenfield. Mr. White will continue in the seed business.—Sumner White.

West Liberty, Ia.—A team of horses belonging to F. A. Hormel were dropped into a dump pit at the G. F. Schafer elvtr. recently. To dump a wagon, the horses stand on the truck dump and a customer seeing the wagon ready to be dumped pulled the wrong lever. The truck dump rose and lifted the horses which finally slid off into the pit. The horses were lifted out uninjured.—J.

KANSAS

Wichita, Kan.—H. T. Craig of the Bedell Elvtr. Co. died recently.

Emporia, Kan.—Chas. W. Hoyt, formerly in the grain business, died recently.

Beloit, Kan.—Erwin Walsh has gone to Linn, Kan., where he has purchased an elvtr.

Eureka, Kan.—The partnership of Burt & Roby, elvtr. operators, will be dissolved.

Bigelow, Kan.—N. Everson has succeeded C. E. Drumm as mgr. of the Farmers Co-op. Grain Co.

Hardtner, Kan.—The Southwestern Elvtr. & Mercantile Co. has been granted a charter to do business in Oklahoma.

Hutchinson, Kan.—The Larabee Flour Mills Corporation is making extensive repairs and improvements on its plant here.

Concordia, Kan.—Thirty dollars was taken from the safe of the Farmers Union Elvtr. Co. by robbers, the night of July 29.

Hammer, Kan.—The elvtr. formerly belonging to Titus Grain Co. here is now operated by the Kansas Mlg. Co. of Wichita.

Glen Elder, Kan.—H. W. Goudy, mgr. here for the Kansas City Mlg. Co., reports that the plant here will be closed for an indefinite period.

Tonganoxie, Kan.—The Fair-Hinshaw Mlg. Co. has been incorporated by J. R. Fair and W. A. Hinshaw. They will operate the Tonganoxie Mill.

Haven, Kan.—H. T. Lawler, Jr., of New Orleans has taken over the Haven Mills from C. E. Waters and will put it in first-class shape to grind flour before Sept. 1.

Meade, Kan.—E. F. Brown has resigned his position as mgr. of an elvtr. here and will return to his former position as salesman for the Bucklin Milling Co. at Bucklin.

Baldwin, Kan.—The stockholders of the Douglas County Co-op. Ass'n have purchased and taken possession of Jardon & Co.'s elvtr. here and will not rebuild the elvtr. that was recently destroyed by fire.

Turon, Kan.—We recently took over the Turon Mill & Elvtr. Co. here but not the elvtr. at Mead. We will operate under the old firm name but the signature will be J. R. Reed & Sons, Prop.—J. R. Reed & Sons.

McPherson, Kan.—C. E. Robinson Elvtr. Co. is to be the name of the elvtr. recently purchased here by C. E. Robinson of Salina, and H. C. Rice of Wichita. H. C. Rice will be mgr. The firm was the Home Lumber & Grain Co.

St. John, Kan.—The office of the Farmers Union Co-op. Ass'n was entered by thieves recently. It is presumed the burglars obtained tools from the railroad tool house, as that was broken open also. About \$35 in cash was stolen.—C.

KENTUCKY

Louisville, Ky.—Edinger & Co. sold their elvtr. and property to the Ohio Valley Grocery Co. for \$40,000. The Edinger company will secure other quarters.

Stephensport, Ky.—Fire of unknown origin destroyed the Stephensport Mill & Grain Elvtr. at 1 o'clock on the morning of Aug. 16th. The plant was the property of R. L. Redmon and was valued at \$20,000. The loss is partially covered by insurance.

LOUISIANA

New Orleans, La.—C. C. Probst of the Langberg Grain Co. has resigned.

Shreveport, La.—The Fowler Commission Co. has leased for ten years the mill and elvtr. of the Shreveport Mill & Elvtr. Co. The latter company will discontinue its grain business here and operate a coffee-roasting plant.

MARYLAND

Taneytown, Md.—The Taneytown Grain & Supply Co. increased its capital stock from \$20,000 to \$24,000.

Baltimore, Md.—A. R. Selby and Ferdinand Meyer were elected to membership in the Chamber of Commerce.

MICHIGAN

Port Huron, Mich.—The elvtr. operated by Chatterton & Son is closed.

Kinde, Mich.—The elvtr. of Frank Warczak burned July 12 with a loss of \$20,000.

Owosso, Mich.—The Isbell Bean Co. has moved its headquarters here from Detroit.

Gladwin, Mich.—Chas. Wolohan, Inc., has purchased two elvtrs. here. F. J. Flynn is mgr.

Kaleva, Mich.—The new elvtr. of the Kaleva Produce Co. is nearing completion. It has a capacity of six carloads of grain.

Harbor Springs, Mich.—Safe-blowers who blew the safe of the Hankey Elvtr. Co. Aug. 13 secured a few stamps for their trouble.

Port Huron, Mich.—R. G. Pearse, formerly with the Huron Grain & Bean Co., has engaged in the grain business on his own account.

St. Charles, Mich.—Hart Bros. of Saginaw have purchased a crusher and two automatic scales from the Walcott Grain Co., Saginaw, and will install at this station.

Dimondale, Mich.—The elvtr. of the Stockbridge Elvtr. Co. has been purchased by Cushman Co. of Bath. It was formerly operated two days a week, but will now be open every day.

Saginaw, Mich.—A. E. Walcott, of the Walcott Grain Co., is now the state deputy bean inspector. The company has retired from the wholesale business, but will continue, as before, doing retail.

Flushing, Mich.—The elvtr. of the Flushing Elvtr. Co. was damaged to the extent of \$1,000 by fire Aug. 17 at 4 p. m. The fire started in the engine room, a gas engine used for auxiliary power being in use at the time. A hot engine bearing is credited with having started the fire.

Detroit, Mich.—F. J. Simmons & Co. has been changed to a corporation in which F. J. Simmons retains his interest. New officers are Gerald Hulett, pres., Max Hulett, vice-pres., and Chas. Nieland, sec'y. Gerald Hulett was formerly with Lewis E. Sands & Co. He will handle both beans and grain. Harry Simmons has been ill in the hospital for five months.

MINNESOTA

Springfield, Minn.—The old John R. Schmid elvtr. has been razed.

Storden, Minn.—O. A. Farness is now mgr. of the Farmers Grain Co.

Argyle, Minn.—The Argyle Farmers Grain Co. is making improvements to its elvtr.

Holloway, Minn.—G. A. Peterson is in charge of the elvtr. of the Monarch Elvtr. Co.

St. Hilaire, Minn.—Sandberg & Roe have purchased the elvtr. of the Farmers Elvtr. Co.

Appleton, Minn.—An all steel truck dump has been installed in the elvtr. of J. J. Hagen.

Thorpe (Atwater, p. o.), Minn.—The Victoria Elvtr. Co. will erect a new elvtr. here.

Corvusa (Litchfield, p. o.), Minn.—The Victoria Elvtr. Co. will erect a new elvtr. here.

Houston, Minn.—The Houston Co-op. Elvtr. Co. is to be dissolved. The elvtr. will be sold.

Evansville, Minn.—W. F. Meissner of Brandon, purchased the elvtr. of the National Elvtr. Co.

Stewart, Minn.—Paul Dilley succeeds Julius Wanke as mgr. of the Farmers Co-op. Elvtr. Co.

LeSueur, Minn.—Lightning did slight damage to the mill of the Farmers Grain & Mlg. Co. on July 31.

Windom, Minn.—H. H. Flow will have charge of our branch during the coming season.—Fraser-Smith Co.

Granite Falls, Minn.—J. L. Borden will manage this office for us this coming season.—Fraser-Smith Co.

Waterville, Minn.—The elvtr. of the Co-op. Equity Exchange has been re-opened with T. Slatterly as mgr.

Waseca, Minn.—The elvtr. of the Farmers Elvtr. Co. has been re-opened after closing down for repairs.

Elysian, Minn.—J. N. Jordahl is new agent for the Commander Elvtr. Co. He succeeds G. S. Warburton.

Lafayette, Minn.—H. E. Hedren has succeeded F. J. Goblirsch as mgr. of the Lafayette Farmers Elvtr. Co.

DeGraff, Minn.—I am agt. for the Cargill Elvtr. Co. here, having been transferred from Hawick.—N. A. Russell.

Duluth, Minn.—A change in rules makes No. 2 rye the contract grade. No. 3 is deliverable under three cent penalty.

Ivanhoe, Minn.—The Atlas Elvtr. Co. purchased the elvtr. of the Empire Elvtr. Co. Martin Sterzinger is mgr.

Duluth, Minn.—The American Wheat Growers' Associated has been admitted to membership in the Board of Trade.

Dunnell, Minn.—The Farmers Co-op. Elvtr. Co. has purchased the elvtr. of Greig & Zeeman. They will operate two houses.

East Henderson, Minn.—The cupola of the elvtr. of the Nagle Grain Co. was struck by lightning with slight damage.

Klossner, Minn.—The Great Western Grain Co.'s elvtr. suffered little damage recently when a shaft of lightning struck the roof.

Vesta, Minn.—The Vesta Grain & Fuel Co. has been purchased by T. R. Foster, E. W. and W. A. Swoffer. Mr. Foster will be mgr.

Almora, Minn.—The elvtr. here owned by M. O. Pederson burned to the ground recently and it is that it will not be rebuilt.—C. Steinkopf, Detroit, Minn.

Hutchinson, Minn.—The Victoria Elvtr. Co. has purchased the Imperial elvtr. here. Machinery in it will be used for new elvtrs. at Corwuso and Thorpe.

Jasper, Minn.—I have purchased the Monarch Elvtr. here and will operate same as Ed. Burg & Son. Have just finished doing some repairing on the house which has a capacity of 35,000 bus.—Ed. Burg & Son.

Duluth, Minn.—E. King Staples has been re-appointed to serve on the Minnesota State Board of Grain Appeals until Aug. 1, 1926. Last October he was appointed to fill out the unexpired term of the late Louis Hansen.

Duluth, Minn.—H. S. and W. C. Helm, C. E. Thayer, C. G. Ireys, E. P. Wells, L. F. Miller and M. R. Devaney, officials of the Russell-Miller Milling Co., have incorporated the Occident Terminal Co. with a capital stock of \$1,000,000. The company was organized to operate the new 2,500,000-bu. terminal elvtr. being erected here.

Marietta, Minn.—The elvtr. purchased from the Security Elvtr. Co. here by Kjelmlyr & Kjelmlyr will not be operated under that name but under that of the firm of Kjelmlyr & Williams of Watertown, S. D. The plant has been repaired and repainted this season and will engage in the grain and seed business.—Kjelmlyr & Williams, per C. K.

MINNEAPOLIS LETTER.

Frank Jaffrey, formerly with the Fraser Smith Co., is now associated with the Bartlett-Frazier Co.

Officers elected at the annual meeting of the Grain Commission Merchants Ass'n are J. C. Wyman, pres., S. J. McCaul, vice-pres. and J. H. McEnary re-elected sec'y.

George M. Shannon, formerly in charge of the coarse grain department of the McCaul-Dinsmore Co., is now in charge of the same department of E. S. Woodworth & Co.

The Froedtert Grain & Malting Co., Milwaukee, opened a branch office here in the Corn Exchange Bldg. P. M. Ingold, formerly with the company at Albert Lea, will be in charge.

The following memberships in the Chamber of Commerce have been transferred: From J. L. Borden to Clinton B. Fisk, from Franklin Edwards to James M. Quilty, from Geo. J. Viehman to Ellis Monroe, from Ralph C. Sowle to Merton W. Sowle and from W. H. Harter to Paul H. Habel. Traveling representative licenses were authorized to John E. Stephens to represent the Quinn-Shepherdson Co., M. Bayer to represent the Brown Grain Co., W. J. Kiline

to represent the Van Dusen Harrington Co., A. R. Negus to represent the Acme Grain Co. and G. Gunderson to represent the Benson Quinn Co.

The hosts of friends and admirers of Sylvester Strong were grieved to learn of the recent death of that sterling and noble character Aug. 4 at Pacific Grove, Cal. Mr. Strong was one of the prominent members of the grain trade here, having come here from Milwaukee in 1883, where the grain commission business of Gee & Freeman claimed his attention. One year later he formed the partnership, with Harry Miller, of Strong & Miller. This firm was dissolved twelve years later and Mr. Strong went in business for himself under the name of S. Strong & Co., and the Citizens' Elvtr. Co. In 1901 he sold out and moved to the Pacific Coast, where he has been ever since. He was survived by his widow, Louise Norton Strong, and two children by a former marriage, George Strong of Chicago and Mrs. Jennie Johns of Seattle, Wash.

MISSOURI

La Due, Mo.—The elvtr. formerly operated by W. H. Hurley Grain Co. has been dismantled.

St. James, Mo.—A new \$5,000 elvtr. will be erected adjoining the present plant by the Farmers Exchange.

Grant City, Mo.—Mr. Baker of Redding has succeeded J. W. Long as mgr. of the Iowa-Missouri Grain Elvtr. Co.

Richmond, Mo.—O. N. Hamacher, for many years proprietor of the Richmond Roller Mills, died July 31, age 67 years.

Warrensburg, Mo.—The new elvtr. of the Warrensburg Shipping Ass'n has been completed and is now in use.—P.

Urick, Mo.—Graham Grain Co. of Clinton are now represented here by R. L. Houk, who recently opened the elvtr. here.

Carl Junction, Mo.—D. M. Bigler and T. B. Milton have rented the grain elvtr. and will install machinery for feed grinding.

Jefferson City, Mo.—Work has been started on the \$25,000 elvtr. of the Dulle Mfg. Co. The Monolith Builders, Inc., is doing the work.—P.

Jasper, Mo.—The office of the Schooler Grain Co. was entered by thieves July 29. They failed to open the safe but took a rifle and a flashlight.

Sarcoxis, Mo.—The business of the Victor Mfg. Co. has been taken over by the newly incorporated firm, The Sarcoxis Mfg. Co., incorporated for \$10,000.

Imperial, Mo.—The Farmers Feed & Grain Co. has been incorporated for \$10,000. Incorporators are J. H. White, J. Kassel, C. H. Eddinger and J. F. Bender.—P.

Campbell, Mo.—The elvtr. owned by the First National Bank, which was formerly operated by the Morgan Grain Co., burned last month. Loss, \$3,500, with no insurance.

Fortuna, Mo.—Paul Lehman, formerly mgr. here for the Fortuna Elvtr. Co., has accepted a position with the Ralston Purina Co. of St. Louis. Phil Clark of Tipton has succeeded him as mgr. here.

Pierce City, Mo.—H. J. Hockery and E. W. Trautwein of Fairland have purchased the Vance Mfg. Co. and are starting the erection of a three-story flour mill. It will have a capacity of 50 to 75 bbls. daily. Machinery from the old mill at Fairland will be installed.

Brookfield, Mo.—We have added Brookfield, Mo., to our list of buying stations, but will not build this season. Brookfield will probably be our headquarters, as Mr. Hopper has located there permanently and will have active charge of the business.—Hopper & Smart, C. M. Hopper.

Osage City, Mo.—The new flour mill and elvtr. of the J. M. Hayes Industries are now in full operation, the mill having been equipped with the latest machinery. The capacity is 100 bbls. a day. The elvtr. has a capacity of 100,000 bus. and the machinery is housed in a reinforced concrete structure.

Columbia, Mo.—We are building a new elvtr. of 32,000 bus. grain storage and 9,380 cu. ft. feed storage. The structure is fireproof thruout and of steel and concrete. The Monolith Builders of Kansas City have the contract to erect and install machinery. The Broadway Mfg. Co. have increased their capital stock from \$25,000 to \$75,000. The report of installed feed grinding equipment is in error.—Broadway Mfg. Co., T. B. Hainer, mgr.

KANSAS CITY LETTER.

F. W. McCoy, formerly pit broker, will represent Ismert-Hincke Mfg. Co. as traveling wheat buyer.

L. J. Morgan has withdrawn his application for membership in the Board of Trade and will liquidate the Morgan Grain Co., recently organized by him and W. G. Dilts, Jr.

The Lawless Grain Co., recently organized, formally opened for business Aug. 14. Officers are C. W. Lawless, pres., E. J. Von Gillern, vice-pres., and M. J. Lawless, sec'y.

The plant of the Rodney Milling Co. was struck by lightning recently. The company closed down for several days in order to repair the damage done to one of the motors.

D. E. Walter has been elected to membership on transfer from F. W. McCoy. Mr. Walter is the new mgr. of the Kansas City office doing a wheat purchasing business for Pillsbury Flour Mills.

Kansas City, Mo.—F. L. Bedell will resign, effective Aug. 31, as cash grain salesman for the Farmers Union Jobbing Ass'n. He plans to enter the grain business on his own account.

The Sampson Grain Co. of this city has been organized by R. W. Sampson, formerly with the W. H. Marshall Comm. Co. L. J. Morgan, formerly of Morgan Grain Co., will be associated with Mr. Sampson.

Harry C. Nunn, who was connected with grain firms here within the last 10 years, and at one time was chief grain inspector for Missouri, died Aug. 12 of apoplexy at his home here. He was 55 years old.

W. W. Young of the Kansas Wheat Growers' Ass'n has the distinction of being the first applicant for membership to the Board of Trade representing a co-operative selling agency. The membership of the late Guy A. Moore was purchased for a reported \$8,300.

ST. LOUIS LETTER.

St. Louis, Mo.—Paul Lehman, former mgr. of the Farmers Elvtr. Co. at Fortuna, is now associated with the Purina Feed Co. here.—P.

C. A. Wilson is now wheat buyer for the Kehlor Flour Mill Co. He was formerly in charge of grain sampling on the Merchants Exchange.

Chester L. Weeks, formerly of the Smith-Weeks Brokerage Co., Kansas City, is now with the Hunter-Robinson Mfg. & Grain Co. He has filed application for membership in the Merchants Exchange.

MONTANA

Hinsdale, Mont.—T. Brady of Langdon is new mgr. of the elvtr. of Imperial Elvtr. Co.

Froid, Mont.—Oscar Rodney, formerly at Cooperstown, is now mgr. of the Farmers Elvtr. Co.

Conrad, Mont.—The McCaull-Dinsmore Co. will open offices here, of which Geo. Sullivan will be in charge.

Belt, Mont.—Ed. Sheerz of Wales, N. D., has accepted a position in the grain elvtr. here owned by Frank J. Fisher.

Armington, Mont.—The Armington Grain Co. incorporated, \$50,000 capital stock; incorporators, J. G. Grady, Bolt; C. M. Cowell and Arthur Hooser of Gt. Falls, Mont.

Bozeman, Mont.—Thomas B. Quaw, for 27 years in the grain and produce business as T. B. Quaw & Co., died recently. Three daughters and two sons survive him.

Lewistown, Mont.—Charges of grand larceny against M. O. Burreson, mgr. of the Farmers Elvtr. Co., were dismissed by Justice D. J. Burr at a preliminary hearing. He was accused of misappropriating \$1,300.

Moore, Mont.—The Moore Farmers Elvtr. Co. has been sold at a sheriff's sale to assist in the liquidation of the company's indebtedness. The affairs of the company were taken over by John M. Davis, chief of the division of grain standards and marketing of the state dept. of agriculture.

Helena, Mont.—The Northern Grain & Warehouse Co. has made arrangements with J. G. Crites, receiver of the Montana Grain Growers Ass'n whereby it will operate the ass'n elvtrs. at Norris, Bozeman, Belgrade, Clyde Park,

Edgar, Stockett, Portage, Raynesford, Koina, Judith Gap, Oxford, Gage and Drummond. The rental will be one cent on each bushel of all grains taken in and must cover taxes and insurance, at least.

NEBRASKA

Lincoln, Neb.—The Nebraska Corn Mills is out of business.

Tilden, Neb.—The Tilden Grain Co. has installed a Hall Distributor.

Emerson, Neb.—The Farmers Co-op. Co. will dispose of its property.

Kenesaw, Neb.—E. H. Kuech has disposed of the Kenesaw Mill & Elvtr. Co.

Plymouth, Neb.—The Farmers Elvtr. Co. has been purchased by Walter C. Boulton.

Syracuse, Neb.—Henry Misch has succeeded Ben Thomson as mgr. of the Duff Grain Co.

Fairmont, Neb.—The Farmers Co-op. Ass'n repaired its elvtr. and installed new dumps.

Upland, Neb.—N. Ostergaard has succeeded Chas. Lindgren as mgr. of the Duff Grain Co. here.—N. Ostergaard.

Blue Springs, Neb.—Jesse H. Baston and others have incorporated the Blue Springs Elvtr. Co. for \$20,000.

Keystone, Neb.—The H-U Grain Co. and the Keystone Stock Market have been consolidated with Knud Nelson as mgr.

Hastings, Neb.—R. C. Pierce has been transferred to Des Moines, Ia., and is in charge of the Armour Grain Co. office there.

Clarks, Neb.—Harry Lewis of Ulysses has succeeded A. Masters, who resigned, as mgr. of the T. B. Hord Grain Co.'s elvtr. here.

Omaha, Neb.—The Frank J. Taylor Co. purchased the business of the Frank H. Brown Co. which recently went out of business.

Angus, Neb.—I now run the elvtr. formerly owned by Tidball Lumber Co., the only one here. The firm name is Otto Gerlack.—O. Gerlack.

Cairo, Neb.—H. C. Perkins has taken over the management of the Highland Grain Co. He will buy grain and livestock and also handle coal.

Bertrand, Neb.—Ed. McHugh is mgr. of the elvtr. here for Johnson & Johnson, who recently purchased it from the Bodman-McConaughy Co.

Eldorado, Neb.—A. F. Engelhardt is agt. for the J. F. Grosshans Grain & Lbr. Co. which recently purchased the elvtr. of the Farmers Co-op. Co. at auction.

Lincoln, Neb.—The North Lincoln property of the M. T. Cummings Grain Co. was sold at sheriff's sale July 31 for \$6,000 to the National Bank of Commerce.

Liberty, Neb.—S. J. Douglas has installed a new scale and made other general improvements in the elvtr. and office building here recently purchased from the Hardin Grain Co.

Emerson, Neb.—The Farmers Co-op. Grain Co. is closed for the want of a buyer. It was offered for sale July 11, but no bids were received. The company has quit the business.

Waco, Neb.—H. L. Perry of Puma, Colo., has succeeded H. F. Austin as mgr. of the elvtr. the Shannon Grain Co. of Kansas City, recently purchased from the Austin Grain Co.

Fremont, Neb.—The Schminke mill here which has been idle for some time passed into the hands of W. D. Schminke and has recently been overhauled and additional machinery added.

Milligan, Neb.—Albert Kassik is remodeling an old elvtr. here, which has not been operating for several years. He is also considering the erection of a small flour mill and has purchased a suitable site.

Arcadia, Neb.—The Barstow Grain Co. of Lincoln will again operate the elvtr. property, which has been leased to the Farmers Elvtr. Co. for the past three years, the farmers having decided not to renew the lease.

Omaha, Neb.—A request that the rule against handling grain on shippers' weights be abolished has been made of the Grain Exchange by Sec'y J. W. Shorthill of the Nebraska Farmers Co-op. Grain & Live Stock State Ass'n.

Alma, Neb.—The Alma Co-op. Equity Exchange incorporated, capital stock of \$20,000. It has purchased the Nye, Schneider, Jenks elvtr. here and has leased the elvtr. at Everson (Huntley p. o.).—A. G. Banks, Mgr.

Merna, Neb.—The flour mill of the Farmers Grain & Supply Co. has been taken down and the large brick building in which it was housed will be used for storage purposes for a flour and feed jobbing business to be conducted in connection with the grain business.

Madison, Neb.—The T. B. Hord Grain Co. has purchased the elvtr. and other property of the Madison Grain Co. The T. B. Hord Grain Co. at first contemplated rebuilding its elvtr. here but purchased this house instead. W. M. Basse, who has been mgr. for the company for 20 years, will manage both properties.

Omaha, Neb.—The Omaha Flour Mills Co. has let contract for the erection of a battery of grain tanks which, when completed, will give the company a total storage capacity of 200,000 bus. Seven large tanks and twelve small ones of reinforced concrete will be built in connection with the present elvtr. Work has already been started.

NEW YORK

New York, N. Y.—C. Clausen is no longer with the Remus Export Co.

Ransomville, N. Y.—The new elvtr. of G. H. Foote is nearing completion.

New York, N. Y.—The Hansen Produce Co. has changed its name to the Hansen Produce Corp.

Buffalo, N. Y.—Clarence Fields fell 90 feet into a tank while working on the Superior Elvtr. and was instantly killed.

Rochester, N. Y.—Francis G. Ferrin Co., Inc., has made a general assignment to creditors. Liabilities are \$45,000 and assets \$4,000.

New York, N. Y.—Robert G. Brandt & Co. is a new partnership of R. G. Brandt and Harry R. Proctor to do a cash brokerage business.

New York, N. Y.—The Federal Commission Co. has been incorporated for \$250,000 to do an export and domestic grain business. J. Levine is pres.

Buffalo, N. Y.—Geo. E. Pierce, a well known grain dealer, has returned to his offices in the Chamber of Commerce after a ten weeks' absence occasioned by an operation for appendicitis.

NEW MEXICO

Tucumcari, N. M.—The plant of the Tucumcari Mill & Elvtr. Co. was remodeled, warehouse room being added and the capacity being doubled.

NEW ENGLAND

Charleston, Mass.—The three-story building of the Brennan Grain Co. burned Aug. 13 with a loss estimated at \$15,000. Considerable grain, hay and feed was in the building.

Hartland, Me.—The Hartland Grain & Grocery Co. has been incorporated with a capital of \$10,000. B. E. Pelley is pres., Carl Randlett, treas., and H. L. Pelley, clerk.

New Haven, Conn.—The Crittenden-Benham Co. will, on Oct. 1, take over the Peterson & Hendee Co., operating grain stores at Derby and Shelton. The Shelton store will be managed by O. Nelson, treas. of the Peterson company.

Farmington, Conn.—The elvtr. being built by Winchell Smith, Inc., will be completed by Dec. 1. The cost of the plant is \$100,000 and it will have 17 bins, with power furnished by 12 electric motors. All of the latest machinery will be installed.

NORTH DAKOTA

Westhope, N. D.—An elvtr. burned here recently.

Fryburg, N. D.—Joe Cheadle is mgr. of the Martin Elvtr. this year.

Mantador, N. D.—The Mantador Grain Co. is now open for business.

Cogswell, N. D.—The Co-op. Elvtr. Co. has discontinued grinding of feed.

Harvey, N. D.—Gus. N. Nelson has purchased the Renfrew & Huff Elvtr. here.

Cayuga, N. D.—The Norman Grain Co. has installed electric power in its elvtr.

Crosby, N. D.—The Juno elvtr. was struck by lightning and slightly damaged.

Mooreton, N. D.—James A. Trudell is now grain buyer for the Jackson Elvtr. Co.

Rival (Columbus, p. o.), N. D.—Lightning struck the elvtr. here and destroyed it.

Crandon, N. D.—W. W. Westfall has resigned as mgr. of the Crandon Farmers Elvtr. Co.

Edgeley, N. D.—D. C. Morrison of Sykeston is the new mgr. of the Andrews Grain Co.

Ryder, N. D.—The Dodge elvtr. was struck by lightning on July 5 and slightly damaged.

Frankfort, N. D.—H. N. Hanson has succeeded C. E. Hite as mgr. of the Atlas Elvtr. Co.

Aramoose, N. D.—Lightning struck the elvtr. of Martin Hubou, July 30, and inflicted slight damage.

Webster, N. D.—The Farmers Grain Co. is having its elvtr. repaired by the T. E. Ibberson Co.

Sykeston, N. D.—Slight loss was caused the Occident Elvtr. Co. when its elvtr. here caught fire Aug. 6.

Groton, N. D.—E. W. McFarlane has completely overhauled the Geisler elvtr. here which he operates.

Embsen, N. D.—The elvtr. of the Great Western Grain Co. here was repaired by the T. E. Ibberson Co.

Killdeer, N. D.—A. Davis is mgr. of the Farmers Union Elvtr. Co. He was formerly at South Heart.

Buttville, N. D.—The Great Western Grain Co. has let contract to the T. E. Ibberson Co. to repair its elvtr. here.

Forman, N. D.—E. Krogstad of Sisseton has succeeded S. M. Anderson as mgr. of the Osborne-McMillan Co. here.

Page, N. D.—The Page Elvtr. Co. will install new cleaning equipment in its elvtr. T. E. Ibberson has the contract.

Benedict, N. D.—The elvtr. of Alex Harschanko has been equipped with a grain dump and Fairbanks 6-ton scale.

Walum, N. D.—The Great Western Grain Co. of Minneapolis has let contract to the T. E. Ibberson Co. to repair its elvtr.

Maza, N. D.—John McFadgen, formerly mgr. of the Farmers Elvtr. Co. at Rolla, is now mgr. of the Farmers Elvtr. Co. here.

Van Hook, N. D.—The Farmers Elvtr. Co. has been reorganized into a co-operative company. Frank J. Traynor is pres.

Souris, N. D.—The Winter-Truesdell-Ames Co. is having general repairs made on its plant. T. E. Ibberson is doing the work.

Coleharbor (Coal Harbor, p. o.), N. D.—Glen G. Spees has succeeded Andre Pankratz as mgr. of the Equity Farmers Elvtr. Co.

Sanish, N. D.—The Minnekota Elvtr. Co. of Minneapolis built a new 30,000-bu. elvtr. here. W. C. Pennington is local agt.

Petersburg, N. D.—A new foundation is being laid under the elvtr. of the Imperial Elvtr. Co. T. E. Ibberson Co. has the contract.

Selfridge, N. D.—The Western Grain & Lbr. Co. is building a 25,000-bu. elvtr.—McLaughlin Equity Exchange, McLaughlin, S. D.

Leal, N. D.—I am in charge of the Leal Grain Co.—Geo. R. Wilson. It was reported he was mgr. of Leal Farmers Exchange Co.

Penn, N. D.—The Winter-Truesdell-Ames Co. of Minneapolis is having general repairs made on its elvtr. here by the T. E. Ibberson Co.

New England, N. D.—The Western Lumber & Grain Co. will install motor equipment in its elvtr. T. E. Ibberson Co. has the contract.

Havana, N. D.—The Farmers Co-op. Grain Co. has had a new foundation put in and other repairs made. T. E. Ibberson Co. did the work.

Richardton, N. D.—Alfred White of Dickinson has purchased the Richardton Equity Exchange elvtr. and equipment for a reported \$3,550.

Balta, N. D.—The Winter-Truesdell-Ames Co. of Minneapolis is making repairs to its elvtr. here. T. E. Ibberson Co. has the contract.

Miller's Spur (Bordulac, p. o.), N. D.—The stock of the Farmers Co-op. Co. has been purchased by I. R. Stout and the company dissolved.

Temvick, N. D.—The Temvick Farmers Elvtr. Co. is making general repairs and having its elvtr. painted. T. E. Ibberson Co. has the contract.

Eckelson, N. D.—The Eckelson Farmers Elvtr. Co. is making extensive improvements

in its plant here. T. E. Ibberson Co. has the contract.

Starkweather, N. D.—Magnus & Noyes have let contract to the T. E. Ibberson Co. to install new Fairbanks Scales and a Kewanee Dump in their elvtr. here.

Nash, N. D.—The National Elvtr. Co. is having a new Fairbanks Dump Scale and Kewanee Dump installed in its elvtr. by the T. E. Ibberson Co.

Wheatland, N. D.—The Great Western Grain Co. has let contract to the T. E. Ibberson Co. to install a new Fairbanks Dump Scale equipped with a Kewanee Dump.

Durrupt's Siding (Wimbledon, p. o.), N. D.—The elvtr. was struck by lightning recently. It had been closed since March and contained no grain. It was razed.

Lovell, N. D.—The Great Western Grain Co. is installing a new engine and making other general repairs on its elvtr. here. T. E. Ibberson Co. is doing the work.

Northwood, N. D.—The Great Western Grain Co. of Minneapolis is having new foundations put in and also re-painting its elvtr. here. T. E. Ibberson Co. is doing the work.

Glasston, N. D.—The National Elvtr. Co. of Minneapolis is putting in a new foundation and making other general repairs to its plant here. T. E. Ibberson Co. is doing the work.

Finley, N. D.—We are putting in a new Fairbanks 10-ton scale, a truck dump and are making other repairs. The elvtr., is being painted.—R. L. Long, agt., Cargill Elvtr. Co.

Langdon, N. D.—The National Elvtr. Co. of Minneapolis is having Fairbanks Dump Scales and a Kewanee Dump installed in its elvtr. here. T. E. Ibberson Co. is doing the work.

Pittsburg, N. D.—The Great Western Grain Co. of Minneapolis has let contract to the T. E. Ibberson Co. to make general repairs on its elvtr. which includes a new foundation.

Nekoma, N. D.—The Montana & Dakota Elvtr. Co. of Minneapolis is installing a new 10-ton Fairbanks Dump Scale and a Kewanee Dump in its elvtr. here. T. E. Ibberson Co. is doing the work.

Garske, N. D.—The Garske Elvtr. Co. has just completed improvements on its plant here which included the installation of a new 10-ton Fairbanks Scale, new truck dump and other repairs. T. E. Ibberson Co. did the work.

Portland, N. D.—The Great Western Grain Co. of Minneapolis is having a new Fairbanks Dump Scale, Kewanee Dump, new legs and foundation installed in its elvtr. and other general repairs made by the T. E. Ibberson Co.

Watford City, N. D.—The Montana & Dakota Grain Co. of Minneapolis has let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. 12-bin elvtr. to be equipped with Fairbanks Engine, one leg, 14 bins, scale and Kewanee Dump.

Crocus, N. D.—The Farmers Elvtr. Co. is making extensive improvements in its plant here. A new leg is being installed, Richardson Automatic Scale, dump, and a new manlift and the elvtr. is being painted. T. E. Ibberson Co. has the contract.

Selfridge, N. D.—The Western Grain & Lumber Co. of Bowman has let contract to the T. E. Ibberson Co. for the erection of a new elvtr. here, to have one leg, 15 bins and be equipped with a 15-h.p. Fairbanks-Morse Engine, Kewanee Dump and scales.

Hillsboro, N. D.—The Hillsboro Equity Elvtr. & Trading Co. has just completed extensive improvements in its plant here. About \$11,000 was expended to make this an up-to-date plant. A new 10-ton dump scale, truck dump and double distributors were installed and also other equipment. T. E. Ibberson Co. had the contract.

OHIO

Bloomdale, O.—A new addition is being built to the Good Elvtr. here.

Forest, O.—Ash & Poling completely remodeled their flour and feed mill.

Jackson, O.—The Jackson Flour Mill is having many improvements made.

Archbold, O.—Aungst Bros. have installed a 90-h.p. oil engine in their elvtr.

Cleveland, O.—H. M. Strauss & Co. have moved to new offices in the Keith Bldg.

Bettsville, O.—The elvtr. of D. Adelsperger has been re-covered with galvanized iron siding.

Ansonia, O.—Robbers who blew the safe of the Farmers Equity Elvtr. Co. obtained \$30 Aug. 9.

Mt. Cory, O.—A. A. Lee has succeeded W. O. Smith as mgr. of the Farmers Elvtr. & Exchange Co.

Jonestown (Tokio p. o.), O.—The Jonestown Equity Exchange has been sold to Chas. Krugh of Krugh Bros., poultry dealers.

Ashville, O.—W. E. Hall is now mgr. of the Scioto Grain & Supply Co. here, having succeeded W. P. Sallady.—W. E. Hall.

Mt. Victory, O.—Sneath-Cunningham Grain Co. has leased the elvtr. of the Mt. Victory Grain & Mlg. Co. Don Einsel is mgr.

Haviland, O.—The elvtrs. of the Haviland Elvtr. Co. here and at Tipton have been purchased for \$9,000 and \$2,500 respectively by Frank Griffis.

Circleville, O.—W. P. Sallady is now with the Crites Heffner Mills here, having left his managership position with the Scioto Grain & Supply Co. of Ashville.

Oak Harbor, O.—The succeeding mgr. to fill the vacancy caused by the resignation of F. H. Mylander, Aug. 18, has not been appointed by the Farmers Co-op. Elvtr.

Fly free dates in Ohio are placed by the Ohio Agricultural Experiment Station at Sept. 20, in the extreme northern part to Oct. 5 in the southern counties, for wheat sowing.

Cincinnati, O.—The MacBayer Co. incorporated for \$25,000 to deal in grain, flour and feeds. Incorporators are H. L. Ayers, Allen W. Baehr, L. E. Baehr, K. S. Morrison and M. M. Shift.

Tiffin, O.—Fred Wolfert, millwright at the St. John's mill, south of here, was hurt on July 23 when his left foot caught in a corn sheller. At a hospital part of the foot was amputated.

Bloomville, O.—L. B. Einsel, former operator of an elvtr. at Mt. Blanchard, has purchased a controlling interest in the elvtrs. of Fike & Dellinger here and at Lykens and is operating both.

Goodwin, O.—The cause of the fire in the John Wickenhisser & Co. elvtr. here on Aug. 19 is unknown. The house contained about one car of wheat and ten of oats. Insurance practically covered the loss.

OKLAHOMA

Fairfax, Okla.—We are out of the grain business.—Witcraft Grain Co.

Tulsa, Okla.—Alva J. Niles is planning to build a flour mill and terminal elvtr. here.

Walter, Okla.—Have sold out and am out of the grain business. Sold to W. H. Schweder.—W. W. Wegener.

Blackwell, Okla.—The Blackwell Milling & Elvtr. Co. has increased its capital stock from \$200,000 to \$500,000.

Oklahoma City, Okla.—H. A. Cadwallader has formed the Oklahoma Grain Co. to deal in grain, millfeeds and seed.

Carmen, Okla.—Fred Winslow has sold his interest in the Carmen National Bank and will devote his entire attention to the grain business.

Waurika, Okla.—The Duncan Wholesale Grocery Co. tore down a flour mill at Duncan and moved it to this place where it has been rebuilt.

Sharon, Okla.—P. L. McNeil is mgr. of our elvtr. at this place. We rebuilt the elvtr. that burned in April.—L. O. Street Grain Co., Shawnee.

Oklahoma City, Okla.—Strongly advocated is a terminal elvtr. to be erected here, this being the half way point between the wheat territory and the Gulf.

Tulsa, Okla.—The Producers Co-op. Co. is planning to build a flour mill here. The company recently incorporated for \$25,000 by W. L. North and John T. Kramer of Tulsa and W. P. Fraker of Broken Arrow.

Forgan, Okla.—We have reorganized our company from a closed stock company to a co-op. company, and added two more directors. We are preparing to start the mill on the new wheat, and expect to put it in full capacity. We are adding a feed mill to our plant.—Farmers Mill & Elvtr. Co.

Yukon, Okla.—The Oklahoma State Board of Agriculture, through Pres. J. A. Whitehurst, has arranged with the Yukon Mill & Grain Co. here for 300,000 bus. of grain storage space in

its elvtr., which will be available for individual wheat growers or ass'ns for the storage of wheat, under the state warehouse law now being tested as to its constitutionality.

OREGON

Portland, Ore.—The Mikkelson Grain Co., previously operating out of Seattle, has opened an office in the Board of Trade Bldg. here. S. F. Mikkelson is mgr.

Eugene, Ore.—Elvtr. No. 1 of the Eugene Mill & Elvtr. Co. has been raised five feet for a new foundation necessitated by high waters and heavy stores of grain.

Pendleton, Ore.—Paul Ostroot, who has been mgr. of the Pacific Coast Elvtr. Co. here, has been promoted to the position of ass't mgr. in the main office at Portland.

The Dalles, Ore.—Geo. Otey was injured recently when his left arm was torn from his body at the grain elvtr. at Boyd. He died in the hospital after he was thought to be on his way to recovery.

Boyd, Ore.—George Othey, 50, a stockholder in the Farmers Elvtr. Co., was found unconscious in the elvtr. July 24 with his left arm torn off at the elbow, his body badly bruised and practically all of his clothing torn off. The cause of the accident is unknown, but it is thought that his clothing caught in the machinery. He was taken to the hospital where it is reported he is recovering.

PENNSYLVANIA

Pittsburgh, Pa.—O. C. Alexander, 35 years supt. of the Grain & Hay Exchange, has retired. Ill health is the cause.

Scranton, Pa.—We have just opened an office here in the Traders National Bank Bldg.—Lackawanna Grain & Feed Co.

Scottdale, Pa.—The new plant of the J. E. Pritts Flour & Feed Co. is near completion. The elvtr. capacity is 40,000 bus. Delay of machinery delivery has held up work.

Philadelphia, Pa.—The Pennsylvania railroad has built a new floating elvtr. to facilitate loading of steamers at this port. The elvtr. together with the one operated by the Reading railroad will be ample for the port's business. Its capacity is 15,000 bus. per hour.

SOUTH DAKOTA

Kidder, S. D.—The Norman Grain Co. has painted the Kidder elvtr.

Thunder Hawk, S. D.—The Columbia Elvtr. Co. elvtr. here burned recently.

Hecla, S. D.—F. F. Kurth of Newark is now mgr. of the Hecla Coop. Elvtr. Co.

Brandon, S. D.—The Brandon Farmers' Elvtr. Co. have sold their plant to Schilling Elvtr. Co.

Burch, S. D.—F. Van Kirk has succeeded G. M. Thompson as mgr. of the Farmers Co-op. Grain Co.

Lake Norden, S. D.—C. W. Derr & Co. of Mitchell has purchased the elvtr. of Geo. P. Sexauer & Son here.

Summit, S. D.—The Farmers Co-op. Elvtr. Co. opened its elvtr. recently after being closed for a year. W. F. Cadwell of Bruce is mgr.

Tulare, S. D.—The Tulare Grain Co. has been incorporated for \$50,000. G. G. McNeill, W. H. Hatto, and Herman Roehrer are incorporators.

Crandon, S. D.—G. G. Stahl, formerly mgr. of the Farmers Elvtr. Co., may build a new elvtr. here. V. C. Wetzberger has succeeded him as mgr.

Groton, S. D.—The elvtr. of the Merchants & Farmers Elvtr. Co. which has been closed for several years will reopen with D. W. Lees of Mankato in charge.

Geddes, S. D.—E. H. Martin, formerly mgr. M. King elvtr., is now mgr. of the recently reopened Carlon elvtr. Mr. Fleming of Fordyce has succeeded him at the King elvtr.

Peake, S. D.—The Hilene Elvtr. Co. has been incorporated for \$10,000. Incorporators are A. L. Triebold, Paul Krug, Henry R. Bruns, E. H. Bruns, C. F. Bartz, Louis Noltimier, and Frank Woeske.

Tea, S. D.—The McCaul-Webster Elvtr. Co. will build an elvtr. at once to replace the one which burned July 21. Work will be rushed so the building will be ready to receive grain this fall.

Volin, S. D.—The grain elvtr. on the C. & N. W. bought by the Fleischmann Malting Co., of Chicago, formerly the Scroggs elvtr., will soon be reopened after two years of idleness. James Lambertson of Beresford will be in charge.

Draper, S. D.—We are just finishing a new warehouse in addition to elvtr. and also installed a new Fairbanks Automatic Loading Scale and a Fairbanks-Morse Engine. R. E. Rollins, mgr., has been retained for another year.—Farmers Elvtr. Co.

Sioux City, Ia.—T. J. Scroggs, who recently sold his grain business, has purchased nine elvtrs. in South Dakota from the South Dakota Grain Co. They are located at Wagner, Lake Andes, Cuthbert, Woonsocket, Wolsey, Yale, Baltic, Marion and Menno.

Huron, S. D.—Geo. W. Wright, pres. of the First Natl. Bank here, has leased a 40,000-bu. elvtr. in which farmer patrons can store their grain until such time as they regard prices right for selling. Storage tickets will serve as collateral to obtain credit at the banks.

SOUTHEAST

Bluefield, W. Va.—The Wright Mlg. Co. is out of business.

Columbia, Tenn.—W. N. Butler & Co. have opened a grain and field seed business here.

Murfreesboro, Tenn.—The Middle Tennessee Mills of Lebanon is contemplating the erection of a branch mill at this place.

St. Petersburg, Fla.—Cramer B. Potter sold his grain business to E. G. Cunningham and J. T. Byers, who formed the Byers & Cunningham Co.

Decatur, Ga.—The Decatur Grain & Feed Co. has applied for a charter with \$10,000 capital stock. Incorporators are M. Q. Blackwell, H. H. Blackwell, and Helen Blackwell.

Knoxville, Tenn.—Fire in the top of the elvtr. of J. Allen Smith Mills, Aug. 2, was extinguished by a sprinkler system before firemen arrived. A hot bearing was the cause.

TEXAS

Orange, Tex.—The Orange Grain Co. has moved to new quarters. Bruce Carter is mgr.

Fort Worth, Tex.—E. G. Rall has leased 500,000-bu. storage space to the Southwest Wheat Growers' Ass'n.

Plainview, Tex.—Mail addressed to South Plains Grain Co. has been returned marked "out of business."

Port Arthur, Tex.—E. E. Sailes, superintendent of the Texas Star Flour Mills at Galveston, has removed to this city.

San Juan, Tex.—Wm. J. Buttschau, pres. and mgr. of the Community Grain Co., is deceased. The company has changed hands.

Houston, Tex.—The Lowery-Lewis Grain Co. incorporated for \$10,000. Incorporators are W. C. Lowery, C. A. Lewis and G. B. Lewis.

McAlester, Tex.—The Farmer-Labor Milling Co. incorporated for \$15,000. Incorporators are C. W. Villet, Thomas Spears and J. D. Oliphant.

Galveston, Tex.—Our new elvtr. supt. is Wm. Caffey, who was formerly with the Galveston Wharf Co.—Texas Star Flour Mills, J. C. Crouch, mgr. grain dept.

Sweetwater, Tex.—The mill of the Sweetwater Mlg. Co. burned Aug. 14 with a loss of \$75,000. A large quantity of flour, feed and meal was stored in the building.

Frisco, Tex.—The elvtr. of the Roach Grain & Elvtr. Co. was burned July 31, with a loss of \$40,000, partly insured. The contents of the elvtr. included 4,000 bus. oats, and 4,000 bus. wheat. Friction is believed to have started the blaze.

Valley View, Tex.—Loss estimated at \$10,000 to \$12,000 was sustained by the Whaley Mill & Elvtr. Co. when its elvtr. here burned with 1,000 bus. of grain Aug. 8. A new elvtr. will be built to replace it, according to the general offices at Gainesville.

UTAH

Salt Lake City, Utah.—The Husler Flour Mills installed five Hall Distributors in its elvtr.

Salt Lake City, Utah.—We have just completed overhauling our mill and will open within two weeks for the new crop.—Hylton Flour Mills.

Ogden, Utah.—Our mill will be closed for three weeks while we install considerable new machinery in both mill and elvtr.—Hylton Flour Mills.

Ogden, Utah.—The Hylton Flour Mills incorporated for \$150,000. Directors are W. W. Percival, vice-president; W. Arthur, sec'y; S. A. Smith, W. S. Tupper and R. S. Lochhead. J. J. Hylton is pres. and A. P. Bigelow is treas.

WASHINGTON

Auburn, Wash.—E. W. Murphy is building a new warehouse 60x150 ft.

Cheney, Wash.—The Martin Grain & Mfg. Co. is installing a new drainage system.

Tacoma, Wash.—I. C. Bonham has succeeded C. E. Curran as mgr. of the Tacoma Grain Co.

Colfax, Wash.—A. B. Boling, agent for Kerr-Gifford & Co., died recently. His widow and two children survive him.

Seattle, Wash.—The Centennial Mill Co. has taken a three-year lease on the Seattle Flour Mills, a 2,000 bbl. mill.

Washtucua, Wash.—Frank Hurst has resigned as mgr. of the Pacific Coast Elvtr. Co. and has leased the warehouse of the Farmers Elvtr. Co. to operate it independently.

Seattle, Wash.—The grain com'te of the Merchants Exchange adopted the following trade rules on Aug. 1: corn, eastern No. 2 yellow, bulk, basis; oats, local No. 2 white or better, sacked, testing not less than 38 lbs. basis; barley, No. 2 or better, sacked, Washington grades, testing not less than 46 lbs. basis; rye, No. 2 or better, sacked, basis.

WISCONSIN

Randolph, Wis.—David G. Jones, for fifty years in the grain business here, has sold his business.

Beloit, Wis.—Elmer and Lawrence Luety have taken possession of the elvtr. formerly operated by F. H. Green & Son.

Milwaukee, Wis.—The Milwaukee Chamber of Commerce reduced commissions on rye to 1c per bu. recently by adopting an amendment to its rules.

Milwaukee, Wis.—William E. Schroeder, mgr. of the Milwaukee office of James E. Bennett & Co., is in the hospital suffering from a nervous breakdown.

Maiden Rock, Wis.—The Maiden Rock Elvtr. Co., also known as Farmers Elvtr., has been dissolved and the R. E. Jones Co. is the only elvtr. operating here.

Milwaukee, Wis.—W. F. Lodde, better known as "Barley Bill," formerly with Runkel-Dadmun, is now in charge of our barley business.—Fraser-Smith Co., Ltd.

Milwaukee, Wis.—Elvtr. "E" operated by the Cargill Grain Co. has been declared regular under the rules of the Chamber of Commerce for the year beginning Aug. 1.

Milwaukee, Wis.—Ruben Heger, formerly ass't supt. of our elvtr., has been promoted to supt. to succeed Wm. Rusk who resigned July 1.—G. W. Kruse, sec'y-treas. P. C. Kamm Co.

WYOMING

Pine Bluff, Wyo.—C. E. Hacker will manage the Farmers Elvtr. Co. here.

Michigan Dealers Meet.

[Concluded from page 253.]

mings; Joe L. Doering and Chas. R. Keilholtz of Southworth & Co.; and G. D. Woodman of H. W. DeVore & Co.

W. J. Gruber and M. J. Kern, Reese; H. Northway and S. A. Claff from Owosso; L. A. White, Cutler Dickerson Co. and H. Miller from Adrian; R. A. Maley, Ann Arbor; Frank Diamond and M. E. Ward of St. Johns; W. H. Sturgis, Flint; F. J. Flynn, Gladwin; J. N. McAllister, Fenton; L. Wolfe and E. Aymer, Fairgrove; F. McGunagle, Snover; A. R. Thomas, Bad Axe; Richard Hoerlein, Richville; R. S. Bishop, Almont; A. Goulay, Midland; E. Buschlein, Unionville; Bert Teeple, Minden City; H. R. White, Scotts; C. B. Ervin, Beaverton; M. A. Kamm, Oxford; E. C. Holme, Eureka; L. D. Craven, Elsie; I. J. Berry, Davidson; C. A. Manchester, Deckerville; E. R. Simons, Coleman; Geo. J. Diebold, West Branch; C. A. Croel, Chesaning.

Well-Equipped Country Elevator.

In the extreme southwestern corner of Indiana, wedged in between the Wabash and Ohio Rivers, lies Posey County, an old and well settled community, with rich bottom lands. One of the good grain points in this county is Poseyville, at the crossing of two railroads, the C. & E. I. leading to the Ohio River at Mt. Vernon and the Illinois Central to Evansville, but 20 miles distant on the same stream.



New Elevator of P. Rising & Sons at Poseyville, Ind.

Here Philip Rising established his grain business 20 years ago, and altho now retired, his two sons, Nicholas and Peter, retain the firm name of P. Rising & Sons.

Their new elevator is located on the C. & E. I., but has Illinois Central service also by having cars switched over the "Y." The plant includes, besides the elevator which is of substantial cribbed construction, an engine room, 10x12, of fireproof tile, cob house, dust house, warehouse of hollow tile, with an office in the "L." The engravings herewith represent the elevator and a bird's-eye view of the attractive plant.

Of the eight bins in the elevator, three are deep and five are overhead. Above the receiving shed are two small bins overhead. Storage for implements and repairs is provided by the basement under all of the warehouse building.

The equipment includes one full length and one short elevator leg, 1,000-bu. Constant Cleaner, Constant 800-bu. Sheller, 10-inch feed grinder, 4-bu. Richardson Automatic Scale and manlift. No drags or conveyors are used ex-

cept the chain that drags ear corn to sheller, the movement of grain being by gravity. The house is metal-covered.

The engine is a 25-h.p. Fairbanks-Morse type "Y" with air starter.

The 24x60 ft. of the warehouse building includes a main office 14x14 and a private office 8x14 ft., the type-registering beam of the 10-ton truck scale being in the main office. Room is found in the office for adding machine, cash register, typewriter, one flat top and one roll top desk. The plant was erected by Geo. Saathoff.

The principal crops are corn and wheat and Since December the firm has handled 60,000 75,000 to 100,000 bus. are handled annually. bus. of grain thru the elevator without a choke-up.

Joint Wheat Com'te Meets.

The newly-formed joint com'te of the Wheat Council of the United States and United States Chamber of Commerce held its first meeting to aid the farmer Aug. 13 at the Hotel Sherman, Chicago. The problem of stabilizing the production of wheat was thoroly discussed.

A resolution adopted states that it is the opinion of the com'te that exaggerated reports, not in keeping with the real wheat situation, have acted to depress the grain market. The wheat surplus is not so large as is popularly supposed, and it was recommended that a definite research program with statisticians be adopted. Then a definite means of reducing wheat acreage may be outlined.

A "use more wheat" campaign will also be started to offset the "save more wheat" campaign used during the war. It was pointed out that the United States uses less wheat per capita than any other nation. Three means of improving the situation are available. They are a reduction of production, diversification of crops, and increased domestic consumption.

The next meeting will be held Sept. 24 at Chicago.

Delegates in attendance were W. I. Drummond, Kansas City; Geo. C. Jewett, Minneapolis; O. E. Bradfute; H. D. Irwin, Philadelphia; A. J. Brosseau, New York; Sydney Anderson; W. H. Dean, and John M. Redpath. S. J. Lowell, Fredonia, N. Y., was prevented by illness from attending.

President Coolidge and his cabinet have decided not to call an extra session of Congress for wheat price stabilization. Sec'y Wallace, when making the announcement, suggested that the farmers adjust their wheat acreage to more nearly domestic demands and indicated that railroads can assist by reducing freight rates over roads that carry grain to eastern territory.

THE GERMAN grain company, Von Appen & Co., Hamburg, went into bankruptcy with debts of more than 600 billion marks.



Birds-eye View of Elevator, Warehouse, and Office of P. Rising & Sons at Poseyville, Ind.

Grain Carriers

THE LARGEST cargo of grain ever loaded out of Galveston, Tex., was completed Aug. 17 when the steamer Gemma sailed with 424,000 bus. grain.

THE GRAIN Door Reclamation Bureau has changed its name to the Grain Door Agency, but has offices as formerly in the Transportation Bldg., Chicago, Ill.

A FREIGHT terminal will be erected by the B. & O. Ry. on a tract land recently purchased near East St. Louis, Ill. From \$1,000,000 to \$2,000,000 will be spent.

THE INTERSTATE Commerce Commission in No. 13451, Sutherland Flour Mills Co. v. Director General, found that charges collected for switching during federal control, of bulk wheat from the Cairo elevator on the Illinois Central to tracks of the Mobile & Ohio Railroad, were illegal and awarded reparation.

TWO BARGES in tow of the steamer Herkimer left Toledo loaded with grain. As they passed by Sandusky a squall caused them to break away. They were found later, but again broke away and altho the captain searched, they could not be found. They drifted ashore at Sandusky and the grain cargo of 18,300 bus. each is being lightered.

A HEARING will be held Sept. 11 at Oklahoma City by the Interstate Commerce Commission on the complaint of the Oklahoma Millers League and others against rates on wheat products to Louisiana and Texas from Oklahoma, Kansas, Colorado and Nebraska. The rates are five cents higher on wheat products than on wheat and other grain.

THE SALIENT factor in the Canadian shipping imbroglio is that Canadian ships can not live on the grain traffic alone in competition with United States boats that get a heavy miscellaneous traffic the remainder of the year. Legislation restricting the Fort William shipments to Canadian boats will give Duluth and the rails more of the trade at the expense of Canadians.

STEAMER 104 of the Interwaterways Line struck a hidden rock near Fort Plain, N. Y., and wet 9,000 bus. of a 56,000-bu. cargo of corn. The Ira Bushey, with 19,400 bus. of barley, ran onto a bridge abutment and wet all but 1,740 bus. of the cargo. Some of the grain is Canadian and with the duty plus renovation cost, is very near worthless as a result of the water.

EMPLOYEES on class 1 railroads numbered more and received more compensation during May, 1923, than any month since July, 1921. Employees totaled 1,896,219; compared with 1,628,288 in May, 1922, an increase of 16.4 per cent. Compensation paid aggregated \$259,679,263; compared with \$216,672,028 paid during May, 1922, an increase of \$43,007,235 or 19.8 per cent.

RATES of 7 cents per bushel on wheat and corn from Chicago to Montreal were in effect Aug. 23. Insurance amounts to three-quarters cent per bushel. This compares with a lake and rail rate of 12.10 cents per bushel on wheat and 11.28 per bushel on corn from Chicago to New York. Insurance amounts to one-half cent per bushel. The route is lake to Buffalo and rail to New York City.

SHIPPERS and eventually consumers of goods carried by railroads must pay the high cost of transportation. High wages of railroad employees is not the only contributing factor. High taxes and the extortionate cost of equipment, fuel and supplies all help. Since 1913 the dividends paid to railroad stockholders have declined from \$332,300,406 to \$271,576,000, while the taxes paid by the railroads have increased from \$127,725,809 in 1913 to \$301,003,227 last year. Either the expense of Government must be reduced or the cost of everything else increased proportionally.

THE RECEIVER of the Muscatine, Burlington & Southern Railroad has asked the Interstate Commerce Commission permission to scrap the property of the railroad in Iowa. He states it is impossible to earn operating expenses from the 49 miles of tracks.

FREIGHT traffic from St. Louis, Mo., to St. Paul, Minn., will begin again before Sept. 1 on the Mississippi river when four barges will be operated by the River Transit Co. of St. Paul. Each barge is motor driven and has a capacity of 100 tons. For four years there has been no freight traffic between the two cities.

RAILROAD earnings are not guaranteed by the government. During federal control the carriers received a fixed rental and when the arrangement expired Aug. 31, 1920, the rental was canceled and roads were once again in private ownership. The Interstate Commerce Commission places a fair return for railroads at 5.75 per cent, but the government does not guarantee that the roads will receive that amount.

A HEARING will be held Sept. 13 on a complaint filed by the Montana railroad commission seeking to remove a differential of 7 cents per 100 pounds in the freight rate from that state favoring wheat for export. The Interstate Commerce Commission will conduct the hearing. The differential was established to encourage export of grain and to induce the movement of freight cars westward. The rate is 7 cents lower than on grain from the same territory to points short of the Pacific coast.

TO ABOLISH the rate differential favoring grain shipments to Portland, Ore., from Inland Empire territory, Seattle and Tacoma filed support with the Interstate Commerce Commission in favor of the attack against the differential as brot before the commission by the Washington State Department of Public Works. The complaint asks the restoration of the parity in rates which will allow a grain shipment to move to any Puget Sound city and to Portland at the same rate. A 10-cent differential in favor of Portland now exists.

THE new rule of the B. & O. for ascertaining actual weights of grain into transit points went into effect Aug. 15, the Interstate Commerce Commission declining to suspend the B. & O. tariff W. L. I. C. C. No. 9237. The Michigan Hay & Grain Ass'n, Michigan Millers' Ass'n and the Millers' National Federation had filed a protest against the new rule, objecting to weights at primary markets being given any greater recognition than weights ascertained at other points. To the old rule, "shipments delivered to transit houses will be subject to full tariff rates of inbound carriers based on actual weights subject to tariff minima," has been added: "when billed weights are officially certified weights of Boards of Trade, Grain Exchanges or other trade boards located at the recognized primary markets they will be recognized as actual weights."

THE FEDERAL grand jury, New York, N. Y., indicted two members of the bankrupt E. M. Fuller & Co. They are E. M. Fuller and William F. McGee. The charge against the partners is for conspiracy to conceal records and assets of the firm. The firm failed for more than \$6,000,000.

Fire Causes Explosion in Feed Plant.

Fire in the grinding room of the feed plant of the Staley Mfg. Co. at Decatur, Ill., caused \$5,000 damage on July 31.

The flames traveled thru 18-inch vacuum dust collector pipes to other parts of the building, causing several explosions. The first was in the dust chamber on top of the feed building. It blew the roof from the building and showered concrete in all directions. The second blast occurred in the dust house, a small frame and corrugated iron building. One end of the building was blown out.

No one was injured because the fire occurred at 5:30 p. m., just after the day shift of workers had quit and before the night shift had arrived.

Freight Loadings Drop Account Holiday.

National observance of mourning for President Harding caused car loadings during the week of Aug. 11 to drop below the million mark for the first time in eight weeks, except for the observance of July 4, during which week it also went below a million.

Loadings of revenue freight during the week totaled 973,163 cars, an increase of 130,472 cars over the total of 842,691 for the corresponding week in 1922, reports the American Railway Ass'n.

Total loadings for the week ended Aug. 4 were 1,033,130 cars, the second largest loadings in history, being a decrease of 7,914 cars under the previous week's loading of 1,041,044 cars, the record week. The total was an increase of 190,467 cars over the corresponding week of last year.

Grain and grain products loaded during the week of Aug. 4 were under the total of the previous week and less than the totals for the two preceding years. Cars loaded with grain and grain products totaled 52,871, which was 289 cars less than the total of the previous week, 5,389 cars less than the total for the corresponding week in 1922, and 6,571 cars less than the corresponding week in 1921.

On Aug. 1, railroads had 189,014 cars, or 8.3 per cent of the total in service, in need of repairs, an increase of 2,393 over the total of July 15 when 186,621 were in need of repairs. Of the total, 144,566, or 6.3 per cent, require heavy repairs, while 44,448 require light repairs. Locomotives repaired from July 15 to Aug. 1, totaled 22,200, a new record. Locomotives in need of repairs on Aug. 1 totaled 11,555, or 18.1 per cent of the total in service. On Aug. 1, railroads had 52,385 serviceable locomotives, an increase of 313 over the total of July 15.

Canadian Rate Law Hinders Grain Shipping.

United States vessel owners have rendered a final decision to refrain from entering Canadian grain shipping this season, because of the new lake rate law which requires each vessel owner to file tariffs with the Grain Board of Canada.

As a result, the grain trade of Winnipeg expects to see no more than 50,000,000 bus. of the 1923 wheat crop shipped out of Fort William and Port Arthur before the close of navigation on the Great Lakes.

During navigation season in 1922, Canadian vessels carried 136,000,000 bus. of grain, of which 107,000,000 bus. was wheat. American vessels, during the same period, carried 137,000,000 bus. of grain, of which 117,000,000 bus. was wheat. If the Canadian fleets were to attempt the movement of the grains without aid of the American vessels this year, it would require 13 months for the boats to move the crop, as the most that could be shipped in one month would be 30,000,000 bus. Since July 1, only seven cargoes have left Canadian upper lake ports in American vessels.

Canadian vessel owners have complied with the new legislation and have filed tariffs with the commission. To help in the movement of the crops, the government is sending a fleet of vessels to carry grain, but the most they can move before close of navigation will be 10,000,000 bus., as each vessel has a capacity of but 100,000 bus. American vessels often carried as much as 500,000 bus. of grain in a single cargo.

Hon. J. A. Robb, minister of trade and commerce, declared that the act would be carried out in every provision and if American vessel owners do not wish to comply with the regulations, they will be shut out from the trade. He points out that one complaint of the western farmer is that the grain is thrown onto the market in large amounts and depressed the market. Bureaucrats always insist that obstruction is a benefit.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

E. B. Boyd, agent Western Trunk Lines, in Supplement 7 to Circular 1-Q gives rules, regulations and exceptions to classifications, effective Sept. 15.

C. R. I. & P. supplements dated to become effective Aug. 17 and 18 should be destroyed as they did not become effective thru failure to file with the Interstate Commerce Commission.

C. & E. I. in Supplement 12 to 625 gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi and Tennessee, effective Sept. 5.

Monon in Tariff No. 520-B gives local, joint, proportional and reshipping rates on grain, grain products and grain by-products, also flaxseed from stations on the Monon to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin, effective Sept. 6.

C. R. I. & P. in Supplement 5 to 16990-J gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri, effective Sept. 14.

C. R. I. & P. in tariff 26749-E gives local and proportional rates on classes and commodities applying on interstate traffic between stations on the C. R. I. & P. in Illinois, Iowa, Minnesota, Missouri and South Dakota, except between stations in Minnesota and Iowa, or between stations in Iowa and Missouri, effective Sept. 19.

A. T. & S. F. in Supplement 14 to 5588-M gives local, joint and proportional rates on grain and grain products from points in Kansas, Colorado, Missouri and Oklahoma, also Superior, Neb., and Joplin, Mo., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma and Wisconsin, effective July 28.

C. & E. I. in Supplement 47 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes, cotton seed hull bran and dried beet pulp from stations on the C. & E. I., C. & I. W. to points in New York, Ohio, Pennsylvania, West Virginia and the Dominion of Canada, effective Sept. 10.

C. R. I. & P. in Supplement 5 to 13207-J gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective Sept. 18.

C. & E. I. in Supplement 29 to 622-G gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & I. W. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Sept. 10.

C. R. I. & P. in Supplement 6 to 31408-C gives local, joint and proportional rates on grain, grain products, seeds and broom corn, from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Sept. 14.

C. R. I. & P. in Supplement 1 to 28675-F gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., also stations in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma and South Dakota, to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and South Dakota, effective Sept. 8.

I. C. in Supplement 14 to 1537-G gives local, joint and proportional rates on grain, grain products, cotton seed products and seeds from stations in Illinois, Indiana, Wisconsin, also Dubuque, Ia., and St. Louis, Mo., to Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri and Wisconsin, effective Aug. 10.

I. C. in Supplement 15 to 1537-G gives local, joint and proportional rates on grain, grain products, cotton seed products and seeds from stations in Illinois, Indiana, Wisconsin, also Dubuque, Ia., and St. Louis, Mo., to Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri and Wisconsin, effective Aug. 20.

C. R. I. & P. in Supplement 2 to 29329-F gives local, joint and proportional rates on grain, grain products and seeds from Albright, Neb., Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Iowa, Missouri, Kansas and Nebraska to stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Sept. 15.

A. T. & S. F. in Supplement 4 to 5702-H gives local, joint and proportional rates on broom corn, castor beans, corn husks, pop corn, seeds, hay and straw, also seeds for seeding purposes from points in Kansas, Colorado, Oklahoma, also Superior, Neb., and Joplin, Mo., to Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn.; also distance rates between stations in Kansas, stations in Oklahoma and stations in Kansas, Superior, Neb., and Joplin, Mo., Superior, Neb., Joplin, Mo., and stations in Kansas; also between Superior, Neb., and Joplin, Mo., effective Sept. 15.

THE KANSAS Wheat Growers' Ass'n passed resolutions condemning grain price fixing as a dangerous and impractical substitute for the law of supply and demand, at a meeting of directors Aug. 15. It denounced the proposed government purchases of wheat and declared a special session of Congress to effect the purchases at a set price would be a folly.

Pop Corn Must Be of Popping Quality.

Geo. Crawford bot 46,669 lbs. of white rice popcorn in a warehouse at Los Angeles Mar. 13, 1920, paying \$2,916.81 Apr. 15; but after inspecting found the corn had lost its popping quality by heating and sold the bulk of it for feed for \$1,324.83. Suit was brot against the E. B. Weeks Co., alleging the corn was not up to sample on which the sale was made. In defense Weeks Co. alleged the corn was mainly up to sample, and the jury found for defendant.

On appeal the Supreme Court of Nebraska reversed the decision, granting a new trial, on the ground that the instructions of the judge to the jury in the lower court were erroneous. The supreme court said:

In permitting defendant to escape the consequences of an "absolute warranty" that the bulk "in kind and quality and general fitness" was equal to the sample, if the goods were open to the inspection of plaintiffs at the sale, the instruction was not applicable to the evidence. For commercial popping purposes the corn was raised in Valley county, Neb., shipped to Los Angeles and there sold to plaintiffs while stored in a warehouse. There is evidence tending to show these facts: It requires an expert to determine by inspection the popping quality of corn, and plaintiffs were not qualified as such. When the sale was made and when the purchase price was paid the bulk was in the warehouse. Therein plaintiffs were prevented from making an inspection. The popping quality for commercial use had been destroyed by heating before plaintiffs made their purchase. The bulk was not equal to the sample. Transfer of title and possession was affected by means of a warehouse receipt. These are not intended as findings but as mere statements of facts of which there is proof. There does not seem to be any foundation for an inference that the terms of the warranty were changed or waived or abandoned. In material respects, therefore, the instructions were erroneous.—193 N. W. Rep. 271.

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Supreme Court Decisions

Warehousemen.—Under Comp. St. 1921, § 11112, the holder of warehouse receipts or tickets is considered the actual and exclusive owner, to all intents and purposes, of the property therein described, in the absence of evidence qualifying the delivery of the receipts, such as the evidence of a contract of pledge.—*First Nat. Bank of Hartshorne v. Neil P. Anderson & Co.* Supreme Court of Oklahoma. 216 Pac. 111.

Liability of "Railroad" for Starting Fire.—Section 8569, Crawford and Moses' Dig., making railroads liable for damage from fire from railroad operation irrespective of negligence, is not applicable to corporations, companies, and persons operating railroads not as common carriers, but only in connection with industrial business or enterprises conducted by them, for the term "railroad" as used in the statute refers to railroads operated as common carriers in the state of Arkansas.—*Valley Lumber Co. v. Westmoreland Bros.* Supreme Court of Arkansas. 252 S.W. 609.

Time to Start Suit Not Extended During Period of Federal Control.—The limitation clause in a B/L for an interstate shipment of flour that actions for loss or damage thereto must be brought within two years and one day after delivery, or, in case of failure to make delivery, then within a like period after reasonable time for delivery has elapsed, is contractual, and is not affected by federal Transportation Act, § 206(f), providing that the period of federal control shall not be computed as a part of periods of limitation in actions against carrier for actions arising prior to federal control.—*Noblesville Milling Co. v. Baltimore & O. R. Co.* Court of Appeals of Maryland. 121 Atl. 576.

Grain Buyer Liable to Chattel Mortgagee.—A tenant gave a chattel mortgage, which was duly recorded, covering his two-thirds interest in growing wheat on land for which the lessor was to receive as rent one-third of the crop. The tenant harvested, threshed, and disposed of all the wheat, without communicating with the mortgagee, as he had promised to do; 1,430 bushels were threshed. A purchaser bought 883 bushels at the market price, and shipped them out of the state. The purchaser paid out the full purchase price to the landlord for one-third of the wheat threshed, to the threshing for threshing the wheat, to a man who hauled the wheat from the machine to the elevator, and to another person. Held, after deducting from the quantity of wheat purchased the landlord's share of the entire crop, the purchaser is liable to the mortgagee for the remainder, at the market price.—*Bird City State Bank v. Goodland Equity Exchange.* Supreme Court of Kansas. 216 Pac. 278.

Carrier Can Pay Shipper a Fee for Loading.—Since reasonable compensation by a carrier to a shipper for legitimate services rendered by the shipper is not a rebate or discrimination, the Interstate Commerce Commission may not allow compensation for such services in one case, and withhold it in another case, where similar services have been performed, for such a course would constitute discrimination. The test of the right of a shipper to compensation for services rendered is whether there was a reasonable and proper basis for the performance of the services, and there was such basis when the shipper loaded goods which it was the carrier's duty to load under its published tariff, on the carrier's suggestion that, because of labor shortage due to the war, there would otherwise occur delay in loading. Where the

Interstate Commerce Commission refused to award compensation for the services rendered to the carrier, because it misconceived the effect of the statute requiring such compensation as that statute had been interpreted by the Supreme Court, the shipper is entitled to mandamus to compel said Commission to make such allowance.—*Waste Merchants Ass'n of New York v. Interstate Commerce Commission.* Court of Appeals of District of Columbia. 277 Fed. 538.

Buyer Can Reject for Loss of Diversion.

T. B. Hord Grain Co., of Central City, Neb., plaintiff, v. Paul Bossemeyer Grain Co., of Salina, Kan., defendant, before Arbitration Com'ite No. 1 of the Grain Dealers' National Ass'n, composed of J. R. Murrell, Jr., O. F. Bast and C. S. Rainbolt.

By mistake Hord's agent at Grand Island billed a car to Marysville and the Central City headquarters the same day surrendered the B/L to the U. P. agent with instructions to divert to Manhattan, Kan. Defendant took the B/L and again diverted to Salina, and had to pay additional freight. His claim was that Hord should pay the additional freight caused by two diversions. The com'ite cut plaintiff's claim from \$252 to \$207, and held that.

When a contract for the purchase of grain provides for shipment from a given origin to a given destination and the seller by mistake or otherwise bills a car to a different destination and then diverts it in transit, the purchaser has a right to reject the shipment on account of the diversion made by the seller, which abridges the buyer's diversion privileges, altho the shipment after being diverted reached the proper destination via the same carriers as shown in the contract.

By accepting without protest the B/L showing on its face a diversion by the shipper and then diverting the shipment without notice to, or advice from the shipper, the purchaser waived his right to reject the shipment. The shipment was accepted on contract. The seller had no further control of car and no opportunity to handle same and replace it and is not chargeable with additional freight paid on account of a second diversion.

In event of a mistake or misunderstanding it is the duty of both parties to a contract for the sale of grain to use reasonable diligence to prevent additional expense.

Shipper's Protein Test Binding.

Oklahoma Mill Co., of Kingfisher, Okla., plaintiff, v. C. B. Cozart Grain Co., of Oklahoma City, Okla., defendant, before Arbitration Com'ite No. 5 of the Grain Dealers' National Ass'n, composed of E. W. Crouch, E. Wilkinson and Tom F. Connally.

This case arises from the sale of two cars of No. 2 hard wheat at \$1.37 on May 13, 1922, Kansas City weights and grades, 12 per cent or better protein. The confirmation of sale and confirmation of purchase clearly indicated that Kansas City weights and grades should govern.

The dispute arises from the fact that the wheat at destination showed a protein content of less than 12 per cent while the shipper furnished a chemical analysis showing 12.04 protein content, made by A. W. Estabrook Laboratories of Kansas City, and on a sample said to be from car Rock Island 38334, which is the car involved in this dispute.

The contract between the parties stipulated Kansas City weights and grades and the protein content was clearly a part of the grade which must be furnished by the seller.

The shipment appears to have been made in good faith and the papers furnished the consignee by the shipper were a Kansas City official grade certificate and Kansas City official weight certificate and a certificate from A. W. Estabrook, chemist, showing protein content 12.04.

The consignee was not satisfied with the analysis furnished and had several others made, each of which showed slightly less than 12 per cent protein.

The rule covering inspection, which would be the only rule that this com'ite would use in arriving at a conclusion as to that portion of the contract which related to the protein content of the wheat, would indicate that the analysis furnished at the time of shipment should govern. In the absence of any allegation of fraud or any effort to show collusion the com'ite believes that the shipper in this case complied with his contract when he furnished the official certificate showing weights and grades in accordance with the contract, and an analysis from a reputable chemist engaged in analytical work of that character, which showed a protein content of 12.04.

Either the analysis at Kansas City or the analysis at destination must govern. To conclude that either or both should govern would lead to endless dispute and destroy conservative trading.

Considering the contract as a whole this com'ite believes that analysis at Kansas City was the intention of the parties when this contract was consummated. We therefore find for the defendant and assess costs of arbitration against the plaintiff.

Interest on Draft when Entire Car Is Lost.

Moore-Lawless Grain Co., of Kansas City, Mo., plaintiff, v. Wichita Mill & Elevator Co., of Wichita Falls, Tex., defendant, before the Arbitration Appeals Com'ite of the Grain Dealers' National Ass'n, composed of Elmer Hutchinson, W. W. Manning, A. S. MacDonald, H. A. Rumsey and John S. Green.

Appeal from decision of Arbitration Com'ite No. 5, in which an award was rendered in favor of Moore-Lawless Grain Co. against the Wichita Mill & Elevator Co. for \$429.13, the Wichita Mill & Elevator Company appealing.

The evidence submitted discloses that on July 11, 1919, the parties hereto entered into a contract by which the Wichita Mill & Elevator Co. sold to the Moore-Lawless Grain Co. 50,000 bus. red winter wheat, basis No. 1, at \$2.28 a bushel basis delivered Galveston, shipment within thirty days, destination weights and federal grades to govern. The contract is undisputed. Among other shipments the Wichita Mill & Elevator Co. applied on this contract N. Y. C.—211426 shipped from Frederick, Okla., making draft for \$2,885.80, with usual shipper's order B/L attached. This draft was paid by the Moore-Lawless Grain Co. on July 21, 1919. Under date of November 19, 1919, the Wichita Mill & Elevator Co. advised the Moore-Lawless Grain Co. by letter indicating that it had definite information that the contents of the car had been stolen in the Wichita yards and suggesting that they demand delivery of the car at Galveston and thus "force the railroad to show its hand." After considerable correspondence the Moore-Lawless Grain Co. was compelled to file claim against the carrier for the invoice value of the car, the Wichita Mill & Elevator Co. refusing to refund the amount paid and handle the claim for its own account. In due course, on Nov. 3, 1921, the carrier refunded to the Moore-Lawless Grain Co. the amount of \$2,885.80, but refused to allow any interest covering the period between the loss of the car and the date of the refund, the law exempting it from such liability at that time.

The Moore-Lawless Grain Co. claims the payment of the original draft of the Wichita Mill & Elevator Company was in the nature of an advance against B/L pending delivery of the actual grain at destination and that refund should have been made to it immediately when it was discovered that the entire car was lost or stolen; failing in this the Wichita Mill & Elevator Co. became liable for interest on the amount advanced from the date of the payment of the draft to the date of refund, amounting to \$429.13, which is the basis of its claim.

The defendant, the Wichita Mill & Elevator Co., denies liability on its original draft and consequently for any interest incurred, claiming that in delivering a shipper's order B/L properly executed by a common carrier it had complied with its contract and no further liability attached to it. In support of this contention it submits a copy of the decision of the United States Circuit Court of Appeals for the Fifth Circuit, Pampa Grain Co. versus the Oklahoma City Mill & Elevator Co., which in effect holds that the buyer, in a contract of this nature, by the payment of a draft and the acceptance of a S/O B/L becomes the owner of the property and thereby assumes entire responsibility for its loss or destruction.

Had the contract herein provided for shipper's loading weights and inspection as final and the price basis C. A. F. Galveston, there is no doubt but that the defendant would have been within his rights in refusing to refund to the plaintiff the amount paid against B/L. However, in this particular case the contract prescribes certain obligations that are assumed by the defendant, such as delivery at Galveston. Destination weights and Federal grades (which is assumed to mean Galveston grades), which can be complied with only by delivery of the actual grain at Galveston. This com'ite recognizes the fact that the court decision quoted is on a case parallel with this one but cannot reconcile such decision with the common practice and custom of the grain trade. Had this particular car been wrecked in transit and shoveled up off of the right of way with gravel and dirt, making the load unfit for delivery under the contract, and such load had been delivered to the consignee at destination, there is no question but that the plaintiff herein would have had the right to turn the car back to the defendant and collect the amount paid against B/L. Or, from another angle, had all of the contents of this car been stolen except a nominal amount of say one hundred bushels, which in due course was delivered to the plaintiff at destination, the customary procedure would have been for the plaintiff to have applied the one hundred bushels on contract and immediately billed back on the defendant for the difference between the proceeds of the one hundred bushels and the amount of the draft against the shipment.

OWEN L. COON
Railroad Claim Attorney
Association Building
CHICAGO

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We cannot, therefore, justify any different procedure when the entire content of the car is lost.

On purchases for delivery at Galveston it is not customary in this territory to charge interest against drafts for the time prior to the arrival and unloading of shipment at destination. Had this car been delivered even around Nov. 19 no interest would have accrued and the purchaser would have had to carry the investment to that time. On that date it was definitely determined that the contents of the car had been lost and the buyer entitled to bill back on the seller for the amount due. We, therefore, revise the award of the Arbitration Committee to this extent, and award the plaintiff interest from Nov. 19, 1919, to Nov. 3, 1921, amounting to \$395.05, and the cost of the arbitration and appeal is assessed against the defendant, the Wichita Mill & Elevator Co.

A grain grower who has become a member of a marketing ass'n is held to his agreement just as a stockholder in any ordinary enterprise who promises to give his company his business. Such a case is published elsewhere in this number of the Journal. When there is no connection between the grain grower and the marketing ass'n other than a contract of sale of the crop the farmer is not bound where he has received nothing tangible to bind the bargain and no promise of a definite price.

When the courts give contradictory decisions on the same facts it is difficult to determine the law. The decision of the Texas court considered more fully the sales contract, as between two parties, and held it void for lack of mutuality. The Kansas court considered more the obligations of a member of an ass'n, to remain a member and by creating a monopoly to establish a value for the grain grown by himself and other members. The creation of such monopoly may be a sufficient consideration to force a member to remain in the combination.

In Michigan there has been no decision on these marketing contracts.

Carrier Not Liable for Erroneous Dating of Bs/L.

C. V. Browne of McKinney, Tex., on Oct. 18, 1920, bot 10,000 bus. of wheat from the Ed Past Grain Co., of Denver, Colo., at \$2.36, to be shipped on or before Nov. 2, later granting an extension to Nov. 9. He resold 5,000 bus. Oct. 20 to the Gladney Milling Co., Sherman, Tex., for shipment by Nov. 9, but the milling company on receipt of the Bs/L refused to accept them, as they were incorrectly dated. The cars had been loaded at Buhl and Peavey, Idaho, and new Bs/L had been issued in exchange by the U. P. at Denver Nov. 22 and 24.

Ed Past became insolvent and fled from justice.

Browne brot suit against the U. P. alleging he had relied upon the Bs/L incorrectly issued by the U. P. but the court ruled against him in a decision that was sustained July 10, 1923, by the Supreme Court of Kansas, upholding the defense of the U. P., as follows:

That defendant, at the time its Denver agent signed the bills of lading, had no knowledge of any contract between plaintiff and the Past Company, or between plaintiff and the Gladney Milling Company, either specific or by reason of custom or usage, and that it did not and could not know that any special reliance would be placed by any one on the dating of the Bs/L.

That, if the Denver Bs/L were misdated, this was done by the Past Grain Company, who prepared the forms, presenting them to the carrier for signature only. That it was without the scope of authority of defendant's agent to bind the company by signing Bs/L containing any false statements. That such bills described the shipments accurately, stated the weight thereof correctly, and that the shipments were carried through to destination promptly and were fully delivered to the order of plaintiff at destination.

That had plaintiff awaited the arrival of the shipments at destination before taking up the drafts he would have been fully informed of the original points of origin of the shipments in Idaho and the dating of the Ogden, Utah, bills by notations on the statements for freight charges which would have been presented to him for payment in usual course. That in any event the plaintiff should have been warned of the probability of misdating of the Denver bills by reason of the late arrival of the Bs/L and shipments.—216 Pac. 299.

THE forecast for countries forming 40 per cent of Europe, Russia excluded, is placed at an increase of 2,000,000 tons, or 74,000,000 bus. of grain more than in 1922 by the International Institute of Agriculture at Rome.

Books Received

WINTER WHEAT IN SOUTH DAKOTA is a 32-page pamphlet replete with tables and interesting statistics giving full information on the growth of winter wheat in that state. Each variety of the grain is treated in full and results of tests in various sections of the state are given. The authors state that winter wheat is successful south of a line thru Brookings, S. D., and Huron, S. D. North of this line it seems to be problematical, depending largely upon the winter weather experienced. No heaving has been experienced in the state. Heaving, even slightly, is sufficient to break enough roots to kill young plants. It is caused by alternate freezing and thawing. Bulletin No. 200 by Arthur T. Evans and George Janssen, Agronomy department, Agricultural Experiment Station, Brookings, S. D.

SOME EXPERIMENTS WITH SPRING WHEAT IN SOUTH DAKOTA is a 44-page pamphlet giving valuable information regarding the breeding of various varieties of wheat in South Dakota. Results of many tests are given in tabular form and each variety is completely described. Diseases of wheat is also treated in full. In the summary the authors state that if the yield of Kubanka (durum) averages 25 per cent higher than the yield of Marquis (common), the price of common must be something more than 25 per cent higher than that of durum in order to be as profitable to produce. For eastern South Dakota, emphasis should be laid upon a clean seed bed after cultivated crop and seasonable seeding with treated seed. A system of continuous wheat, or wheat seeded on weedy land with untreated seed will not produce a profitable yield. Bulletin 201, by A. N. Hume and Arthur T. Evans, Agronomy Department of the Agricultural Experiment Station, Brookings, S. D.

THE FEED COST OF MILK AND FAT PRODUCTION AS RELATED TO YIELDS is a 24-page bulletin which presents a method of comparing the feed cost, exclusive of pasture, of milk and fat production for cows of different annual productions. The study is based upon data obtained from cow-testing association records of 1,065 Holstein cows three years old or over, which were maintained in regions where milk is produced almost entirely for fluid consumption or condensing. The cows were divided into groups, according to amount of butter fat produced, and the average ranged from 93 to 559 pounds, with an average of 263 pounds for the entire 1,065 cows. The consumption of concentrates per pound of fat produced was approximately uniform in all groups, while the amounts of succulent and dry roughage consumed per pound of fat decreased with an increase in production. Bulletin 244 by H. A. Ross, H. F. Hall and C. S. Rhode, Agricultural Experiment Station, Urbana, Ill.

THE CHINCH BUG is fully described and its habits shown in Bulletin 202 by H. C. Severin, of the Agricultural Experiment Station, Brookings, S. D. The life cycle of the bug and description of various stages is clearly given and the exact way in which it damages grain is illustrated. Four conditions favorable to chinch bug outbreaks; control of the bug thru natural enemies; control of the bugs by man and prevention of the outbreaks is described. Only plants of the grass family are injured by the pest; such crops as clover, alfalfas, soy beans, cowpeas, peas, beans, flax, are immune from attacks, consequently such crops should be grown in place of wheat, barley and rye. Arrangement of crops on a farm during threatening outbreak should be so that an immune crop is grown between corn and sorghum and small grains. A trap crop such as millet may be planted between the small grains and corn or sorghum to entice the bugs into it when the small grain is cut. After the bugs are in the millet they may be destroyed by plowing under the trap crop to a depth of seven inches. Bulletin 202, 16 pages. Agricultural Experiment Station, State College of Agriculture, Brookings, S. D.

CUTTING of wheat has been concluded south of the Alps. The Spanish crop is officially estimated at 17,000,000 bus. in excess of that of last year, and the Italian crop is estimated to be 40,000,000 bus. greater than last year.

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Wherever you go among the grain trade you will hear the Ellis Drier spoken of as a 'good drier.' That is a tribute which we have spent 25 years in getting and now that we have it we propose to keep it.

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Universal Grain Code: The only complete grain code on the market, is the most up-to-date and latest grain code published, contains over 14,000 code words. Effects a greater reduction in tells than any other domestic code. Contains code words for the U. S. Standard Grades of Wheat, Corn and Oats, 150 pages, 4 1/2 x 7 inches. Price, leather bound, \$3.00; paper bound, \$1.50.

Robinson Telegraph Cipher Code: With 1912 and 1917 supplements, is for domestic grain business. Leather bound, \$2.25; cloth bound, \$1.75.

Millers Telegraphic Cipher: 1917 edition. Designed especially for the milling and flour trades. 77 pages, 3 1/2 x 6 inches, paper bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. Contains 145 pages 4 1/2 x 5 1/2 inches, bound in cloth. Price \$2.00.

A. B. C. Improved Fifth Edition Code: Reduces cable tolls 50% thru the use of five-letter code words, any two of which may be sent as one word. Price in English, \$13.00.

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Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6 1/2 x 9 inches, bound in leather. Price \$15.00.

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GRAIN DEALERS JOURNAL,
309 So. La Salle St., Chicago, Ill.

Feedstuffs

CHICAGO, ILL.—Newberry & Kiederlin, who started in feed business here Nov. 1, 1922, have discontinued.

BAILEYS HARBOR, WIS.—A new feed mill is being erected by Carl Pruter. It will start feed grinding in September.

EDDY, OKLA.—The Eddy Mill & Elevator Co. has purchased a warehouse and increased the capacity of its feed mill.

KANSAS CITY, MO.—The new plant of the Ralston Purina Co. of St. Louis is expected to be ready for operation Jan. 1.

FINDLAY, ILL.—The Findlay Feed & Flour Co. suffered loss when its building was burned in a fire doing \$16,000 to \$20,000 damage.

ARCHER CITY, TEX.—J. S. Melugin will enlarge his feed business and may install feed grinding machinery.—Forbes Mill & Elevator Co.

DAYTON, O.—The feed mill of Victor C. Herter was struck by lightning recently causing \$5,500 loss to buildings and \$10,000 loss to stock.

CUBA, N. Y.—Claude Kingsbury fractured his skull when he fell from an elevator on which he was riding in the feed mill of Phelps & Sibley Co.

SPENCER, IND.—J. W. Egnor purchased the interest of J. F. Crane in the feed business of Egnor & Crane. He will continue at the same location.

LOUISVILLE, KY.—The feed store of Robert D. Riedling burned at 6 o'clock Aug. 1 causing loss of \$20,000 on building, feed and grinding machinery.

OGALLALA, NEB.—We are installing a large feed mill and expect to do a wholesale business in carlots to western feeders.—C. L. Bartlett, Ogallala Grain Co.

RUDELS, ARK.—A large dam is being built over the Sycamore Creek in Stone county to develop water power which will operate a large feed mill to be built there.

MENOMONIE, WIS.—The Wisconsin Milling Co. is building a three-story addition, 55x165 ft. to its plant for the manufacture of feeds. It will be ready for operation by the middle of Oct.

CHICAGO, ILL.—M. L. Coleman has opened an office here and will represent J. C. Hubinger Bros. Co. of New Haven, Conn., and Keokuk, Ia. He will specialize on gluten feed and corn oil cake meal.

WOLCOTTVILLE, IND.—The Riverside Feed Mill burned Aug. 6 with a loss of \$10,000. Frank Stauder, Kendallville, proprietor, had closed the mill at 6 p. m., and fifteen minutes later the fire was discovered, but too late to save the building.

FACTORY production of various vegetable oils in the U. S. for the quarter year ending June 30, 1923, were as follows: corn, crude, 28,767,557 lbs.; corn, refined, 19,844,065 lbs.; soybean, crude, 272,041 lbs.; soybean, refined, 485,800 lbs.; linseed, 178,267,280 lbs.; castor, 10,537,340 lbs.

TARIFFS will soon be issued covering freight rate reductions on crushed oyster shell products. Rate breaks at Ohio River Crossings will be shown, allowing a freight rate from the southeast oyster shell crushers of \$3.50. Rate to Chicago from Ohio River crossings is \$4.28, making a total of \$7.78.

BUFFALO, N. Y.—The recently incorporated Broadway Milling Co. has been formed by employees of the Nowak Milling Co. on a co-operative basis. Maxwell M. Nowak has removed to Hammond, Ind., and has furnished a trust fund for his employees to promote the new business. This fund will be liquidated gradually.

SHERMAN, TEX.—The building of Pittman & Harrison Co. which burned July 27 contained an office, warehouse space and a feed mill. Of the \$27,500 insurance, \$23,000 has been collected. The company has a large warehouse, a sweet feed plant, cotton seed huller, and other machinery besides the burned building. Rowan Mills, trustee of Pittman & Harrison Co. bankrupt estate, will offer the unburned plant for sale.

SPOKANE, WASH.—The Falls City Mill & Feed Co. has taken over the plant of the Echo Flour Mills. The flour machinery will be removed and the plant converted into a feed mill for the manufacture of dairy, poultry, and other feeds. The building is of brick, four stories in height with a basement. It has been idle for two years since the Portland Flour Mills Co., failed. The changes will be completed by September 1.

CAIRO, ILL.—The Sutherland Flour Mills Co. was alleged by the Bureau of Chemistry to have shipped on or about Dec. 11, 1920, a quantity of grey shorts into Florida which were misbranded and adulterated. Adulteration was charged because reground bran was in the shipment in place of grey shorts. Misbranding was alleged because the article was composed of reground bran and was offered for sale as grey shorts. The defendant pleaded not guilty and at the trial the matter was taken under advisement by the court. A judgment of not guilty on four charges and guilty on two charges was rendered and a fine of \$100 and costs on each of the two charges was imposed.

KIONA, WASH.—The Washington Wheat Growers' Ass'n is not disbanding this year. They expect to handle more wheat this year than heretofore. We have no information as to any other successful wheat pool.—Kelso Bros. Co.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Who Paid for the Ice-Water?

In the winter time Hutchinson & Son at Arlington, Ind., cut ice and protect it with sawdust until the hot summer days make it necessary to use ice. The ice was intended for their own use and cost practically nothing.

Farmers driving up to their grain elevator seemed to appreciate a drink of ice water, so Hutchinson & Son conceived the idea of keeping a keg of ice water convenient for the farmers unloading grain. A cold drink on a hot day is not always best for a man, but the farmers wanted their water cold so Hutchinson & Son gave it to them that way. They felt it cost them nothing to accommodate the farmer and had no reason to provide the water as the farmer hauled their grain in anyway. It was simply a thoughtful courtesy on their part.

One day an old farmer took a big swig of water that comforted the inner man, but he did not express his appreciation, only drove off muttering. Farther down the road he paused as he drove past another farmer and said:

"Say, Jones, Do you know old Hutchinson has got ice-water at the elevator?"

"Yes, I was up at the elevator yesterday. Tastes pretty good on a warm day. Nice of them to have that keg there all the time."

"Waal," said the old farmer, "Ye know who is paying for it."

Supply Trade

TORONTO, ONT.—The Macdonald Engineering Co. has opened an office in this city located in the C. P. R. Bldg.

SALESMANSHIP will add value to merchandise next year just as much as in the past. Advertising that deserves the name will always be what it always has been—organized salesmanship.—*Mahin's Messenger*.

DES MOINES, IA.—Egil Softing has brought suit against the Grain Dealers Supply Co. and W. Bland of Minneapolis for \$75,000. When employed by the company Softing fell from a scaffold, which he claims was not properly erected, disabling him.

LANSING, MICH., Aug. 14.—An investigation to determine whether Michigan cement producers have entered into a combine to manipulate prices was ordered today by the state administration board. The board's action followed a report from the state highway department that it had been unable to purchase cement for highway work except at exorbitant prices.

ST. LOUIS, MO.—Nineteen companies engaged in the retail lumber business here were fined \$96,000 and ousted from the state by the supreme court July 28 for violation of the state anti-trust law. As members of the St. Louis Lumber Trade Exchange they were required to file all contracts with the manager of the exchange to see that they did not cut prices. The records of the board of arbitration of the exchange showed 649 cases in which the charge was cutting the prices. The dealers were required by the exchange to add a service charge to cover the cost of doing business.

MINNEAPOLIS, MINN.—The value of seal protection for grain cars was shown in the municipal court here recently when the Great Western Grain Co. got judgment against the Chicago, Milwaukee & St. Paul Railroad Co. for \$628.41, the value of grain lost out of a car by theft, leakage or otherwise. As to the place where the theft occurred the evidence was that the car could not have been opened prior to arrival at Minneapolis as the doors were protected by seals, which can not be opened and replaced without detection, while the seals placed on the car after having been sampled on arrival were of a kind that could have been tampered with.

We can go on indefinitely creating bureaus filled by politicians; but we ought to have foresight and common sense enough to know where that will get us. We are well on our way now to a system under which, as in other bureaucratic countries, every third man has a government job and the rest are kept scrambling to pay his salary.—*Chicago Tribune*.

Radio Flashes.

WINNIPEG, CAN.—Broadcasting of a market letter covering the daily prices of grain and other information has been started by Grain Trade News. The broadcasting commences at 1:30 p. m. and consists of a 50-word report on the market, giving opening high, low and close on wheat, oats, barley, flax, and rye. Manitoba Government Telephone Station CKY does the broadcasting.

RADIO has been used in Germany to stop automobiles on the highways. A fleet of twelve magneto-equipped automobiles recently started on a trip and when well out into the country suddenly stopped and could not be started. The strange occurrence proved to be a test from an unknown radio station which had sent out powerful waves in an effort to interfere with the magnetos and stop the cars. Airplanes, electric trains and submarines will be tested also.

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ACCOUNTBOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

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GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.

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This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6¾ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

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309 So. La Salle St.

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A Grain Dealers Company writing Fire and Tornado Insurance on the Mutual Plan. We have returned 50% of the Deposit Premium for 20 years. Let us tell you about our Provisional and Short Term Grain Insurance. 100% Protection all the time.

The "Grain Dealers Mutual"

No. 8.

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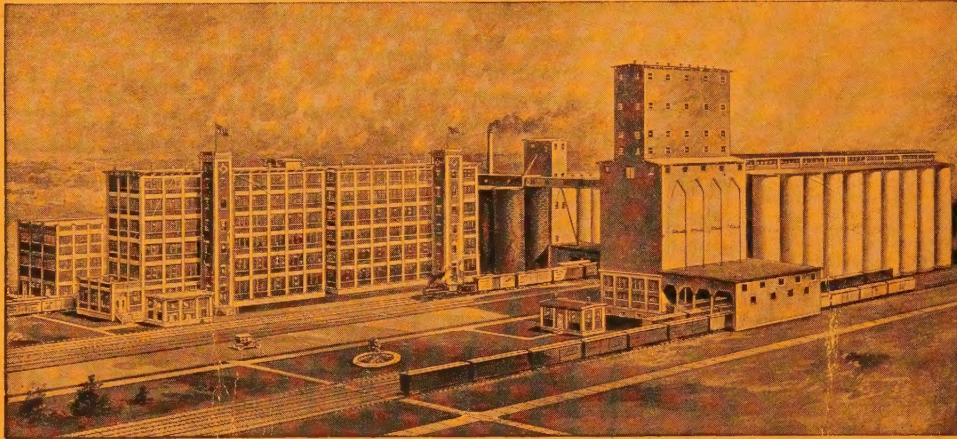
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For Long Life and Low Maintenance Cost



Plant of the Southwestern Milling Co., Kansas City, Kan.
Mills 7,500 Barrels Elevators 1,700,000 Bushels
Equipped with Weller Grain Handling Equipment

We Make a Complete Line of

Apron Conveyors	Elevator Spouts
Belt Conveyors	Loading Spouts
Drag Conveyors	Dock Spouts
Pan Conveyors	Chain
Mixing Conveyors	Grain Cleaners
Spiral Conveyors	Grain Driers
Trippers	Truck Dumps
Bucket Elevators	Wagon Dumps
Elevator Buckets	Track Hoppers
Elevator Boots	Power Shovels
Elevator Casing	Car Pullers
Elevator Heads	Rope Drives
Bag Elevators	Gears

Power Transmitting Machinery
Coal Handling Machinery

Before you place your order
Write Us

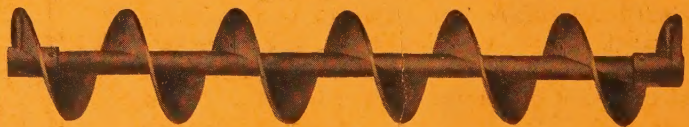
Large or Small Elevators

Will find it profitable when installing new or replacing old equipment to specify

Weller Made Machinery

Installed in your elevator it will help you to operate at full capacity at the lowest cost for upkeep. It proves its merit because Quality is built into it.

WELLER MADE SPIRAL CONVEYORS



Cold Rolled Sectional Steel Flights
Wear Long Easy to Replace Worn Parts

WELLER MFG. CO.

1820-1856 N. Kostner Ave. Chicago, Ill.

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